

**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, April 4, 2017 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:*

**AMENDED AGENDA
April 4, 2017**

- I. APPROVE AGENDA**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. March 7, 2017 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 VOLUNTARY NOISE ABATEMENT PROGRAM**
 - a. Voluntary Noise Abatement Program Update on Committee and Modeling DISCUSSION
 - b. Voluntary Noise Abatement Program Brochure – Review and Approval Attachment #6 DISCUSS/PUBLIC COMMENT/ACTION
 - B. **CONSTRUCTION and CAPITAL Projects**
 - a. Runway Safety Area Improvements Project - Update DISCUSSION
 - b. Terminal Air Carrier Apron and Parking Lot Improvements - Update DISCUSSION
 - C. **AIRPORT PLANNING Projects**
 - a. Airport Master Plan – Consideration of Comments/Approval DISCUSS/PUBLIC COMMENT/ACTION
 - b. Scope of Work – Environmental Assessment Runway Protection Zone/Approach Protection - Update DISCUSSION
- VII. NEW BUSINESS**
 - A. Parking Lot Vending Services DISCUSS/DIRECT
 - B. **Consideration of Submitting AIP Grant Application AIP '43 – Apron Expansion; Runway Rehabilitation/Drainage Improvements; Environmental Assessment; Snow Removal Equipment Acquisition – Attachment #7** DISCUSS/PUBLIC COMMENT/ACTION
- 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. March 7, 2017 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 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	3/2/2017	11:55 pm	Prop	Take-off	After research, it appears this was an air ambulance flight. Contacted caller to advise.
Hailey	3/5/2017	12:21 am	Jet	Arrival	Delayed Delta flight from SLC. Contacted caller to advise.
Hailey	3/6/2017	11:15 pm	Jet	Arrival	Delayed Delta flight from SLC. Contacted caller to advise.
Hailey	3/18/2017	2:14 pm	Prop	Touch and Go's	Research indicated this was student pilot performing touch and go's. Spoke with the flight instructor to ensure the operations are being conducted in as neighbor friendly manner as can be. The flight instructor acknowledged and is sensitive to the community. Contacted caller to advise of action.
Hailey	3/18/2017	3:24 pm	Prop	Touch and Go's	Same as above
Hailey	3/20/2017	12:41 pm	Prop	Touch and Go's	Same as above
Hailey	3/22/2017	2:45 pm	Jet	Flight testing of EMB-175 Aircraft	Received a voicemail from caller about a large aircraft making several passes north of the airport over Hailey. This was flight testing of the EMB-175 aircraft. Test flights were non-typical operations. Returned call to caller and left voicemail advising of same. No return call.
Bellevue	3/23/2017	11:00 am	Jet	Flight testing of EMB-175 Aircraft	Received an email from a resident about a large aircraft making several passes around the airport. This was another day of flight tests of the EMB-175 aircraft. Responded to emailer via email advising of the same.
Bellevue	3/27/2017	12:09 am	Jet	Arrival	Received email about the late arrival. Delayed Delta flight from SLC. Return response sent via email.

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
February	\$27,181.82	\$15,363.04	\$29,688.70	\$17,340.70	\$32,796.00	\$20,101.05

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 - 2017 ATCT Traffic Operations data comparison by month. **Attachment #4** is 2017 Enplanement, Deplanement and Seat Occupancy data.

The following revenue and expense analysis is provided for Board information and review:

January 2016/2017

Total Non-Federal Revenue	January, 2017	\$385,655.74
Total Non-Federal Revenue	January, 2016	*\$504,883.78
Total Non-Federal Revenue	FY '17 thru January	\$1,026,948.82
Total Non-Federal Revenue	FY '16 thru January	\$1,057,890.11
Total Non-Federal Expenses	January, 2017	\$304,623.82
Total Non-Federal Expenses	January, 2016	\$290,147.11
Total Non-Federal Expenses	FY '17 thru January	\$997,552.70
Total Non-Federal Expenses	FY '16 thru January	\$1,039,978.61
Net Income to include Federal Programs	FY '17 thru January	\$-38,331.32
Net Income to include Federal Programs	FY '16 thru January	\$-608,106.71

* January 2016 Revenue includes TSA/GSA Terminal Lease Space \$187,917.49

D. Airport Commercial Flight Interruptions (unofficial):

AIRLINE	FLIGHT CANCELLATIONS	FLIGHT DIVERSIONS
	March 1, 2017 thru March 29, 2017	
Horizon Air	2 cancellations	0 diversions
SkyWest (Delta and United)	3 cancellations	16 diversions

E. Review Correspondence – Attachment #5

Attachment #5 is information included for Board review.

VI. OLD BUSINESS

A. AIRPORT VOLUNTARY NOISE ABATEMENT PROGRAM

a. Voluntary Noise Abatement Program Update on Committee and Modeling

At the last meeting, staff presented the baseline noise model completed by our noise consultant. As directed by the Board, the chairman, the airport manager, and Landrum and Brown, had a conference call to discuss options for the remaining two alternative scenarios.

Based on the discussion, two potential options emerged for consideration. The committee chairman will now coordinate with the full committee to determine if the committee would like to move forward with these options. This coordination is expected to take place in April with a report and recommendations by the committee to the Board at the May meeting.

BOARD ACTION: 1. Discussion

b. Voluntary Noise Abatement Program Brochure – Review and Approval Attachment #6

Based on the VNAP committee's findings and recommendations, the airport's voluntary noise abatement program brochure has been revised by staff to reflect the committee's recommendations. The committee chairman and staff are requesting the Board's review and consideration of approval of the document. Once approved, the airport's noise abatement webpage will be updated and additional public outreach efforts with the pilot community will begin.

BOARD ACTION: 1. Discuss/Public Comment/Action

B. CONSTRUCTION and CAPITAL Projects

a. Runway Safety Area Improvements Project – Update

Staff and consultants continue to work with the FAA toward closing out the AIP '041 grant, the only task remaining for this effort. No detailed discussion or update is planned for the meeting.

BOARD ACTION: 1. Discussion

b. Terminal Air Carrier Apron and Parking Lot Improvements – Update

The consultant team continues to work toward completion of the design of this project. The project will be advertised for bid in early April, with plans available in mid-April. The project has been submitted for Design Review with the City of Hailey, and has been scheduled for hearing on May 10. The bid opening is scheduled for early May. A special meeting may be necessary to award the project. This will be discussed at the April 4 meeting, along with a brief update on the project.

BOARD ACTION: 1. Discussion

C. AIRPORT PLANNING Projects

a. Airport Master Plan – Consideration of Comments/Approval

Draft copies of the Master Plan report and Airport Layout Plan drawing set were distributed to the Board for review prior to the March board meeting. Per discussion at the last meeting, the Board requested additional time for Board and public review. All documents have been posted on the airport's website for public review with no comments received from our online comment option to date.

If the Board is prepared to do so, an action approving the documents and authorizing submittal to the FAA is requested at this meeting.

BOARD ACTION: 1. Discuss/Public Comment/Action

b. Scope of Work – Environmental Assessment for Runway Protection Zone/Approach Protection

Per the direction given by the Board at the last meeting, the fee negotiation process for this project is underway. The negotiated fee will be presented to the Board at the May meeting. No further discussion of this item is anticipated at the April meeting.

BOARD ACTION: 1. Discussion

VII. NEW BUSINESS

A. Parking Lot Vending Services

The most recent contract with The Car Park to provide airport parking lot vending services expired in 2015. Since expiration of the contract, the airport has been operating on a month to month basis with the company. With the upcoming parking lot project set for this summer and fall, staff feels it appropriate that the Board consider a solicitation for Request for Proposals (RFP) for future parking lot vending services. Staff believes timing for this effort is appropriate and dovetails well with the upcoming parking lot project.

The Car Park would be welcome to submit a proposal but this process would also provide the Board an opportunity to consider other vendor proposals to ensure flexibility, lot efficiency, and maximization of revenue potential.

BOARD ACTION: 1. Discuss/Direct

B. Consideration of Submittal - FAA/AIP '43 Application for Federal Assistance – Apron Expansion; Runway Rehabilitation/Drainage Improvements; Environmental Assessment; Snow Removal Equipment Acquisition – Attachment #7

Included as Attachment #7 is the proposed FAA/AIP '43 Application for Federal Assistance. This AIP application includes the air carrier apron expansion, runway rehabilitation and drainage improvements (pavement maintenance scheduled for June 5-7), an environmental assessment for potential RPZ/approach protection land acquisition, and potential snow removal equipment acquisition. The application will allow the FAA to move forward with programming funds while also allowing Staff and Engineer to proceed with proposed project schedules. Any grant offer extended by the FAA to the FMAA is still subject to Board

approval. It is anticipated that, if the Board decides to move forward with this application, the Grant Offer will be received and need to be processed in May or June.

- BOARD ACTION:
1. Discuss/Public Comment/Action
Approve submittal of the Application for Federal Assistance to the FAA and direct Staff and Legal Counsel to develop and process the appropriate City and County Resolutions to support accepting a Grant Offer at the appropriate time.

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 ATTACHMENT 1
OF THE
FRIEDMAN MEMORIAL AIRPORT AUTHORITY***

**March 7, 2017
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chairman – Don Keirn, Vice-Chairman – Jacob Greenberg, Secretary - Lawrence Schoen, Treasurer – Ron Fairfax, Board - Fritz Haemmerle, 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
CONSULTANTS: T-O Engineers – Dave Mitchell; Centerlyne – Nancy Glick and Sarah Shepard
AIRPORT TENANTS/PUBLIC: Len Harlig, Walt Denekas, VNAC – Lisa Phillips, Atlantic Aviation – Mike Rasch,
AIRPORT LEGAL COUNSEL: Lawson Laski Clark & Pogue, PLLC – Jim Laski
PRESS: Idaho Mountain Express – Madelyn Beck; Evan Stelma, Felicity Roberts , FHR – Marc Reinemann; Glass Cockpit Aviation – John Strauss; Donna Serrano, Jersey Girl - Hanna McNees; Dick Fenton

CALL TO ORDER:

The meeting was called to order at 5:32 p.m. by Chairman Fairfax.

I. APPROVE AGENDA

The agenda was approved as presented.

II. PUBLIC COMMENT

No public comment was made.

III. ELECTION OF OFFICERS

Chairman Fairfax suggested that the Board support the election of Don Keirn as Chairman, Jacob Greenberg as Vice-Chairman, Larry Schoen as Secretary, and Ron Fairfax as Treasurer.

MOTION:

Made by Board Member Haemmerle to elect Don Keirn as Chairman, Jacob Greenberg as Vice-Chairman, Larry Schoen as Secretary and Ron Fairfax as Treasurer. Seconded by Board Member Cooley.

PASSED UNANIMOUSLY

Vice-Chairman Greenberg thanked Ron Fairfax for his service to the FMAA as Chairman for the last four years.

Board Member Fairfax asked Chairman Keirn if he would like to chair the rest of the meeting.

Chairman Keirn directed Board Member Fairfax to chair the rest of the meeting.

Board Member Haemmerle excused himself from the meeting.

IV. APPROVE FMAA MEETING MINUTES

A. January 31, 2017 Regular Meeting (See Brief)

The January 31, 2017 Friedman Memorial Airport Authority Meeting Minutes were approved as presented.

MOTION:

Made by Vice-Chairman Greenberg to approve the January 31, 2017 Friedman Memorial Airport Authority Regular Meeting Minutes as presented. Seconded by Chairman Keirn.

PASSED UNANIMOUSLY

V. REPORTS

A. Chairman Report

Board Member Fairfax thanked the Board for electing him as Chairman for the last four years.

B. Blaine County Report

Board Member Schoen reported that he recently attended a National Association of Counties (NACo) conference in Washington D.C. and learned that NACo has adopted interim policy resolutions (Minutes Attachment #1) regarding airports that will allow NACo to lobby on issues of primary importance to FMA to the extent that such policies align with the Board's goals, which they do.

C. City of Hailey Report

No report was given.

D. Airport Manager Report (See Power Point Presentation)

Jersey Girl Concessionaire Hannah McNeas reported that overall the terminal food concession is doing well; however, there have been some problems with staff recruitment and retention. She commented that she hopes to post an official menu next week but would like to review it with the Board and Staff beforehand. She also commented that she has received several requests for beer and wine and is researching whether she has the storage capabilities to incorporate that into her menu.

Board Member Schoen asked Ms. McNeas about her experience operating an airport café and what kind of response she has received from passengers. He also asked her opinion about the concessionaire facilities and space.

Ms. McNeas answered that from a business perspective, the café is successful and is benefiting both herself and the Airport. She is pleased with the facility and space and has had no issues with ventilation. She commented that next winter she will have a plan in place to better coordinate the café's schedule with the bussing schedule and is also researching a good location for a seating area for customers.

Airport Manager Pomeroy commented that the primary complaint expressed from passengers regarding the terminal concession was that it was not accessible to passengers that were being bussed and this was not something that was considered by Airport Staff when the concession agreement was drafted.

Chairman Keirn asked if Ms. McNeas had a plan in place for slack season.

Ms. McNeas answered that she plans to be open for all the summer flights.

Airport Manager Pomeroy reported that on February 16th, he, Engineer Mitchell and the Board's Finance Committee met with FAA Project Manager Steve Engebrecht and ADO Manager William Garrison to take a tour of the Airport and discuss the Runway Protection Zone (RPZ), Air Traffic Control Tower (ATCT) relocation project, Snow Removal Equipment (SRE) possible acquisitions and the Capital Improvement Program (CIP).

Chairman Keirn commented that he is concerned about whether the FAA will be able to provide funding for the ATCT relocation project when the time comes to begin planning for it; however, he was encouraged that the FAA felt optimistic about helping with SRE acquisitions.

Board Member Fairfax commented that Mr. Engebrecht and Mr. Garrison were honest and forthcoming and gave them insights into how they function within the FAA and its internal struggle with funding.

Vice-Chairman Greenberg commented that he was pleased that the FAA offered to research the funding options available for SRE acquisitions in our region and appreciated their recognition of the burden caused by the additional federal requirements for runway safety that were put in place without the offering of additional funding to help airports comply.

Airport Manager Pomeroy reported on the following (See Power Point Presentation):

- Section 2 of the airfield is currently being utilized for snow storage.
- Delta has designated our Airport as a Special Winter Operations Airport and conducted an audit of the Airport's snow removal operations. They found that our Airport Operations meet their expectations and are pleased with our snow and ice removal process.
- The Airport has been put on a candidate list to be considered for remote technology for virtual air traffic control. The FAA is currently discussing how to financially and operationally move forward with the remote tower concept.
- Airport Manager Pomeroy, Operations Manager Emerick and Chairman Keirn will be attending the FAA Northwest Mountain Airports Conference in Seattle from March 20 – 22nd.
- The art in the terminal will be rotated on May 18th.
- Airport Security Coordinator Guthrie will be attending a security conference in Las Vegas in March.
- Operations personnel will be attending an Aircraft Rescue Fire Fighting (ARFF) training session in March, weather permitting.
- Skywest/Delta has mentioned the possibility of replacing the CRJ700 with the Embraer 175.
- Construction on Atlantic Aviation's new hangar is underway and though they are behind schedule by three weeks, they still plan to be completed by June 15th.
- Runway Pavement Maintenance is still scheduled to commence at 8:00 a.m. on June 5th and conclude at 7:00 p.m. on June 7th.

E. Communications Director Report

Communications Director Glick reported that she will be sending the Board an email to update them on social media statistics. She also introduced the newest member of Centerlyne, Candice Crew, who will be helping to develop social media content.

F. Fly Sun Valley Alliance Report

No report was given.

VI. AIRPORT STAFF BRIEF

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

Chairman Fairfax commented that in past years approximately 20% of flights are diverted in the winter and asked if he was right in calculating that this number has increased to 35-40% this winter.

Airport Manager Pomeroy confirmed that per his discussions with Fly Sun Valley Alliance representative, Carol Waller, Board Member Fairfax is correct.

- E. Review Correspondence (See Brief)**

VII. OLD BUSINESS

- A. Airport Committee(s)**
 - a. Voluntary Noise Abatement Program Review Committee - Update**

Voluntary Noise Abatement Committee (VNAC) Chairman Walt Denekas presented the Board with the findings and recommendations of the VNAC (See Power Point Presentation).

The Board discussed technical aspects of Mr. Denekas' presentation including the modification to the propeller RPM reduction noise abatement procedure and the advantages of specifying traffic zones versus routes.

Board Member Fairfax directed Mr. Denekas to draft the VNAC's proposal into a formal written document that the Board can review and discuss for approval.

Airport Manager Pomeroy commented that with T-O Engineer's assistance, a draft revised Voluntary Noise Abatement procedures document is being developed.

Board Member Fairfax suggested that the word "never" be taken away from the current noise abatement procedure that asks aircraft above 12,500 lbs. not to land or depart to/from the north.

Mr. Denekas commented that the VNAC has deleted the word "never" from their suggested noise abatement procedures as it implies that aircraft over 12,500 lbs. would be operating in an unsafe manner if they were to conduct a landing or departure to/from the north.

Board Member Cooley commented that the VNAC's proposal to reduce the number of operations by increasing general aviation parking through land acquisitions be reflected as a long-term goal. He also commented that the purchase of land should not be included in the noise abatement procedures.

Mr. Denekas commented that the Board's long-term goal to acquire land to expand the general aviation parking space that was lost due to recent RSA Improvements will not be a noise abatement procedure and will not be included in the noise abatement brochure.

Board Member Schoen suggested that when developing the VNAC's formal written proposal, a phased approach be used to distinguish between the components of the proposal that will be included in the new noise abatement procedures immediately and those, like proposals #2, #5 and #6, that are long-term goals for the Board.

C. Airport Planning Projects

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

Airport Manager Pomeroy and Mr. Denekas updated the Board on the status of the noise modeling project (See Power Point Presentation).

Board Member McCleary commented that calculating the annual average of decibel levels may not give accurate results due to the variance in seasonal operations and is hoping that the other two scenarios will analyze noise levels in ways other than annual averaging.

Mr. Denekas agreed with Board Member McCleary's comment and added that it is not noise averages that need to be analyzed but the size and frequency of the spikes in noise levels throughout the year.

Vice-Chairman Greenberg commented that the Board should first identify the goals they would like met from the noise modeling studies and then plan what components to analyze with the next two scenarios based on the identified goals. He commented that one goal would be to determine how the Board can mitigate the noise to a level that decreases the impact experienced currently in certain areas of the community without increasing impact to other areas.

Board Member Schoen commented that the noise modeling effort began from a request from members of the community to validate the noise impacts they were experiencing at their residences as well as the desire of the Board to give the Airport the tools it might need to manage the noise impacts. He commented that the initial goal was to gather data and demonstrate what the noise impacts were to the surrounding community.

Vice-Chairman Greenberg commented that the baseline has satisfied the initial goal of gathering data. The Board must now decide whether to apply the remaining two scenarios to a noise mitigation effort or to further prove that certain events have a greater noise impact.

Chairman Keirn commented that noise mitigation and high noise level location and event identification can be analyzed together.

Board Member Cooley agreed with Board Member McCleary that averages are not a good representation of the frequency of noise level spikes.

Board Member Fairfax commented that he would like to develop a 20-year forecast scenario to identify future events that the Board should be aware of and that will require noise mitigation efforts. He would also like to model the flight paths of aircraft taken during the July corporate event.

Airport Manager Pomeroy commented that the 20-year scenario mentioned by Board Member Fairfax has been conducted and is included in the Master Plan Update. He commented that the VNAC will be bringing scenario recommendations to the Board soon.

The Board discussed with Airport Manager Pomeroy the benefits of utilizing noise abatement traffic zones versus routes, as displayed in Mr. Denekas's presentation.

B. Construction and Capital Projects

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

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

Engineer Mitchell updated the Board on the Terminal Air Carrier Apron and Parking Lot Improvements project (See Power Point Presentation).

The Board discussed technical aspects of Engineer Mitchell's presentation including plans for the west side of the parking lot and rental car parking areas.

C. Airport Planning Projects (cont.)

b. Airport Master Plan – Consideration of Comments/Approval (See Brief & Power Point Presentation)

Airport Manager Pomeroy briefed the Board on the Master Plan Update. He requested direction on whether the Board has had adequate time to review the Master Plan Update (MPU) and whether the Board is ready to accept the document for distribution to the FAA.

Board Member Cooley asked how long the entire MPU has been available to the public.

Airport Manager Pomeroy answered that all Master Plan Chapters were posted on the Airport website as soon as the Board accepted the drafts.

Board Member Fairfax opened the discussion for public comment.

No public comment was made.

Chairman Keirn commented that he would prefer that the entire Board be present for the approval of the MPU.

Board Member Schoen asked Airport Manager Pomeroy to describe the steps of the MPU submittal process to the FAA.

Airport Manager Pomeroy answered that once the MPU narrative is submitted, the FAA can review and make comments on the narrative and their approval is not necessary for the Board to finalize the narrative. The Airport Layout Plan (ALP) will be submitted to the Airports District Office (ADO) for review and comment who will then submit it to the FAA for review and comment. The ALP will then be returned to the Board for review of FAA modifications and if accepted by the Board, the ALP will be revised and signed by the FAA and Board. He commented that the ALP review process usually takes approximately 60-90 days for completion and the MPU review process could take from nine months to a year for completion.

Board Member Schoen commented that he supports submitting the document to the FAA as nothing new has been added to the MPU that would require a full Board review and the document has been available to the public for months. He also commented that he would support waiting a month to submit the MPU to the FAA if the public did not receive adequate notice of the Board's acceptance of the document tonight.

Board Member McCleary commented that she would support either submitting the document to the FAA now or waiting until next month.

Vice-Chairman Greenberg suggested that the Board postpone submittal to the FAA until next month to allow the Board and public more time to review Chapter G and the Executive Summary.

VIII. NEW BUSINESS

A. Consideration of Draft Scope of Work – Environmental Assessment for Land Acquisition for Runway Protection Zone/Approach Protection (See Brief)

Airport Manager Pomeroy and Engineer Mitchell briefed the Board on the Draft Scope of Work (SOW) to conduct an Environmental Assessment (EA) for Land Acquisition for Runway Protection Zone/Approach Protection.

Board Member Schoen asked if the requirement to conduct a full EA was mandatory with respect to removing the tree obstructions, if the Board acquires the land.

Engineer Mitchell answered that a full EA would be required whether the Board acquired the land or not.

Board Member Schoen suggested that the SOW include language referring to the irrigation infrastructure within the proposed acquisition area, as relates to ranch operations, ranch land value and economics.

Engineer Mitchell commented that he will ensure that language regarding the irrigation infrastructure of the land be added to the SOW.

Engineer Mitchell asked the Board to consider approving the SOW and authorizing Staff to finalize it, submit it to the FAA for review and begin the fee negotiation process.

Board Member Fairfax opened the discussion for public comment.

Mr. Denekas commented that as a pilot who has had an engine failure after takeoff and came close to the trees at the south end of the runway, he believes the Board will be adding significantly to Airport safety.

Glass Cockpit Aviation owner John Strauss commented that the Board will be eliminating the hazard of the trees as well as adding more descending terrain. He also asked if it would be possible to use the RPZ space for snow removal and storage.

Airport Manager Pomeroy answered that he will research the opportunity to utilize some of the land for snow removal and storage purposes.

MOTION:

Made by Vice-Chairman Greenberg to approve the draft Scope of Work to conduct an Environmental Assessment (EA) for Land Acquisition for Runway Protection Zone/Approach Protection and authorize Staff to finalize the Scope of Work, submit it to the FAA for review and begin the fee negotiation process. Seconded by Chairman Keirn.

PASSED UNANIMOUSLY

IX. PUBLIC COMMENT

No public comment was made.

**X. EXECUTIVE SESSION –
I.C. §74-206 (c)(f)**

MOTION:

Made by Board Member Schoen to enter 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 McCleary.

ROLL CALL VOTE:

Chairman Keirn	Yes
Vice-Chairman Greenberg	Yes
Secretary Schoen	Yes
Treasurer Fairfax	Yes
Board Member McCleary	Yes
Board Member Cooley	Yes

PASSED UNANIMOUSLY

XI. NEW BUSINESS Con't.

B. Consideration of Extension to Temporary Avigation License

The Board exited executive session at 8:30 p.m.

MOTION:

Made by Board Member Schoen to approve extension of the temporary avigation license with the adjacent land owner as presented through May 31, 2018 and authorize the Chair to sign the document on behalf of the Board. Seconded by Chairman Keirn.

PASSED UNANIMOUSLY

XII. ADJOURNMENT

The March 7, 2017 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 8:31 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.

TRANSPORTATION

Resolution in Support of Fully Funding Federally Mandated Local Airport Security

Issue: Pursuant to 49 U.S.C. § 44903(c) and 49 C.F.R. Part 1542, airport operators are required to establish an air transportation security program that provides a law enforcement presence and capability at the airport that is adequate to ensure the safety of commercial airports. This program is part of the cooperative effort between Transportation Security Administration (TSA) and airports to support deployment of sufficient law enforcement officers by airports to ensure passenger safety and counter risks to transportation security. Local Airport Authorities are receiving insufficient funding from the TSA to cover the cost of locally employed law enforcement officers for airport security.

Adopted Policy: Increase the federal funding allocated for the Transportation Security Administration Law Enforcement Reimbursement Program so that the maximum reimbursement rate may be increased to cover the local airport's actual cost of (non-TSA) law enforcement officers employed by the local airport to fulfill federally mandated airport security requirements.

Approved | February 27, 2017

Resolution in Support of Direct Funding to Local Governments for the Improvement and Maintenance of Local Roads in America within the Proposed Infrastructure Spending Bill

Issue: Include direct funding for roads infrastructure by local governments to address America's rapidly deteriorating transportation network and create jobs.

Adopted Policy: The National Association of Counties (NACo) urges the president and Congress, through the proposed infrastructure spending bill, to create dedicated funding allocated directly to local governments for the improvement and maintenance of local infrastructure in America.

Approved | February 27, 2017

Resolution to Support Federal Pilot Program for the Remote Air Traffic Control Tower Program

Issue: The growth in domestic and international commercial flights, at a time when federal funding for aviation related programs has seen only slight incremental growth, has put a strain on high cost local airport facility investments such air traffic control towers and related equipment.

Adopted Policy: The National Association of Counties (NACo) urges Congress to establish in the next Federal Aviation Administration (FAA) reauthorization or extension of the current FAA authorization law, a pilot program within the U.S. Department of Transportation (DOT) FAA that, in consultation with airline operators and general aviation users, oversees the installation and operation of remote air traffic control towers.

Approved | February 27, 2017

Resolution to Continue Funding of Essential Air Service (EAS) and the Small Community Air Service Development Program (SCASDP)

Issue: Many communities in areas that lack access to large or medium sized aviation hubs rely on smaller airports that receive funding through both the Federal Aviation Administration's (FAA) Small Community Air Service Development Program (SCASDP), which provides dollars to address air service and airfare issues, and the Essential Air Service (EAS) Program, which is a program that regularly finds itself under consideration by Congress for significant funding cuts or elimination.

Adopted Policy: The National Association of Counties (NACo) urges Congress to continue to fully fund the Essential Air Service (EAS) program that provides dollars to airlines that serve small communities. NACo also urges Congress to continue guaranteed funding of the Small Community Air Service Development Program (SCASDP) that helps small communities address air service and airfare issues.

Approved | February 27, 2017

Resolution in Support of a Federal Infrastructure Package Which Contains Robust Dedicated Funding, Innovative Incentives for Private Investment and Promotion of County-Friendly Financing Tools such as Tax-Exempt Municipal Bonds

Issue: Critical infrastructure in the United States has fallen into a perpetual state of disrepair. The funding and financing solutions have failed to ensure that our nation's roads, bridges, ports, airports, mass transit and rail systems, transportation alternatives and water infrastructure are able to keep pace with the demands of a growing population and technological advances.

Adopted Policy: The National Association of Counties (NACo) urges the president and Congress to support a long-term infrastructure package to capitalize sustainable, dedicated funding sources (Highway Trust Fund, Airport and Airway Trust Fund, Harbor Maintenance Trust Fund, etc.), promote an environment for public-private partnerships where appropriate and to promote the preservation of tax-free status for municipal bonds, among other instruments, to ensure America's infrastructure keeps pace with the needs of a growing economy and nation.

Approved | February 27, 2017

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Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '17)

October 2016 through January 2017

Ordinary Income/Expense Income	Oct '16 - Jan 17	Budget	\$ Over Budget	% of Budget
4000-00 · AIRCARRIER				
4000-01 · Aircarrier - Lease Space	28,173.72	106,500.00	-78,326.28	26.5%
4000-02 · Aircarrier - Landing Fees	44,519.12	165,000.00	-120,480.88	27.0%
4000-03 · Aircarrier - Gate Fees	400.00	2,400.00	-2,000.00	16.7%
4000-04 · Aircarrier - Utility Fees	3,207.27	20,000.00	-16,792.73	16.0%
4000-05 · Aircarrier - Misc.	0.00	4,800.00	-4,800.00	0.0%
4010-07 · Aircarrier - '14 PFC App	129,477.54	325,000.00	-195,522.46	39.8%
Total 4000-00 · AIRCARRIER	205,777.65	623,700.00	-417,922.35	33.0%
4020-00 · TERMINAL AUTO PARKING REVENUE				
4020-01 · Automobile Parking - Terminal	70,327.02	250,000.00	-179,672.98	28.1%
Total 4020-00 · TERMINAL AUTO PARKING REVENUE	70,327.02	250,000.00	-179,672.98	28.1%
4030-00 · AUTO RENTAL REVENUE				
4030-01 · Automobile Rental - Commission	169,020.73	500,000.00	-330,979.27	33.8%
4030-02 · Automobile Rental - Counter	8,915.28	27,000.00	-18,084.72	33.0%
4030-03 · Automobile Rental - Auto Prkng	30,804.64	64,500.00	-33,695.36	47.8%
4030-04 · Automobile Rental - Utilities	3,528.33	2,500.00	1,028.33	141.1%
Total 4030-00 · AUTO RENTAL REVENUE	212,268.98	594,000.00	-381,731.02	35.7%
4040-00 · TERMINAL CONCESSION REVENUE				
4040-02 · Terminal Shops - Lease Space	12.00			
4040-03 · Terminal Shops - Utility Fees	207.24			
4040-10 · Advertising - Commission	22,207.50	47,000.00	-24,792.50	47.3%
4040-11 · Vending Machines - Commission	5,815.99	17,000.00	-11,184.01	34.2%
4040-12 · Terminal ATM	76.50	300.00	-223.50	25.5%
Total 4040-00 · TERMINAL CONCESSION REVENUE	28,319.23	64,300.00	-35,980.77	44.0%
4050-00 · FBO REVENUE				
4050-01 · FBO - Lease Space	96,817.20	240,000.00	-143,182.80	40.3%
4050-02 · FBO - Tiedown Fees	69,762.80	500,000.00	-430,237.20	14.0%
4050-03 · FBO - Landing Fees - Trans.	87,712.11	330,000.00	-242,287.89	26.6%
4050-04 · FBO - Commission	7,228.09	18,000.00	-10,771.91	40.2%
Total 4050-00 · FBO REVENUE	261,520.20	1,088,000.00	-826,479.80	24.0%
4060-00 · FUEL FLOWAGE REVENUE				
4060-01 · Fuel Flowage - FBO	87,054.18	300,000.00	-212,945.82	29.0%
Total 4060-00 · FUEL FLOWAGE REVENUE	87,054.18	300,000.00	-212,945.82	29.0%

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Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '17)

October 2016 through January 2017

	Oct '16 - Jan 17	Budget	\$ Over Budget	% of Budget
4070-00 · TRANSIENT LANDING FEES REVENUE				
4070-02 · Landing Fees - Non-Comm./Gov't	218.82	500.00	-281.18	43.8%
Total 4070-00 · TRANSIENT LANDING FEES REVENUE	218.82	500.00	-281.18	43.8%
4080-00 · HANGARS REVENUE				
4080-01 · Land Lease - Hangar	205,375.14	450,000.00	-244,624.86	45.6%
4080-02 · Land Lease - Hangar/Trans. Fee	680.75	5,500.00	-4,819.25	12.4%
4080-03 · Land Lease - Hangar/Utilities	746.94	1,600.00	-853.06	46.7%
Total 4080-00 · HANGARS REVENUE	206,802.83	457,100.00	-250,297.17	45.2%
4090-00 · TIEDOWN PERMIT FEES REVENUE				
4090-01 · Tiedown Permit Fees (FMA)	9,835.21	12,000.00	-2,164.79	82.0%
Total 4090-00 · TIEDOWN PERMIT FEES REVENUE	9,835.21	12,000.00	-2,164.79	82.0%
4100-00 · POSTAL CARRIERS REVENUE				
4100-01 · Postal Carriers - Landing Fees	3,100.53	13,000.00	-9,899.47	23.9%
4100-02 · Postal Carriers - Tiedown	2,970.00			
Total 4100-00 · POSTAL CARRIERS REVENUE	6,070.53	13,000.00	-6,929.47	46.7%
4110-00 · MISCELLANEOUS REVENUE				
4110-01 · Misc. Revenue	13,142.52			
4110-05 · Misc. Incident/Accident	-417.53			
4110-06 · Misc. - Security-Prox. Cards	23,590.00	32,000.00	-8,410.00	73.7%
4110-09 · Miscellaneous Expense Reimburse	0.00			
Total 4110-00 · MISCELLANEOUS REVENUE	36,314.99	32,000.00	4,314.99	113.5%
4120-00 · GROUND TRANSP. PERMIT REVENUE				
4120-01 · Ground Transportation Permit	13,150.00	17,000.00	-3,850.00	77.4%
4120-02 · GTSP - Trip Fee	1,200.00			
Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	14,350.00	17,000.00	-2,650.00	84.4%
4400-00 · TSA				
4400-02 · Terminal Lease	13,455.00	40,400.00	-26,945.00	33.3%
Total 4400-00 · TSA	13,455.00	40,400.00	-26,945.00	33.3%
4510-00 · DOT/Small Community Air Service				
4510-02 · Small Community Air Serv. 2016	0.00	500,000.00	-500,000.00	0.0%
Total 4510-00 · DOT/Small Community Air Service	0.00	500,000.00	-500,000.00	0.0%
4520-00 · INTEREST INCOME				
4500-00 · Interest Income - General	3,694.19	1,500.00	2,194.19	246.3%
Total 4520-00 · INTEREST INCOME	3,694.19	1,500.00	2,194.19	246.3%

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Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '17)

October 2016 through January 2017

	Oct '16 - Jan 17	Budget	\$ Over Budget	% of Budget
4742-00 · AIP 42 - Project TBD				
4742-01 · AIP '42 Project TBD	97,147.59	187,500.00	-80,352.41	51.8%
Total 4742-00 · AIP 42 - Project TBD	97,147.59	187,500.00	-90,352.41	51.8%
4743-00 · AIP 43 - Project TBD				
4743-01 · AIP 43 Project TBD	0.00	1,992,200.00	-1,992,200.00	0.0%
Total 4743-00 · AIP 43 - Project TBD	0.00	1,992,200.00	-1,992,200.00	0.0%
Total Income	1,253,156.42	6,173,200.00	-4,920,043.58	20.3%
Gross Profit	1,253,156.42	6,173,200.00	-4,920,043.58	20.3%
Expense				
EXPENDITURES				
"A" EXPENSES				
5000-01 · Salaries - Airport Manager	44,999.99	156,900.00	-111,900.01	28.7%
5000-02 · Salaries - Assist. Airpt. Manag	0.00	85,000.00	-85,000.00	0.0%
5010-00 · Salaries - Contracts/Finance Adm	32,910.82	95,906.57	-62,995.75	34.3%
5010-01 · Salaries - Office Assist.	65,274.75	189,004.00	-123,729.25	34.5%
5020-00 · Salaries - ARFF/OPS Manager	30,759.43	95,906.57	-65,147.14	32.1%
5030-00 · Salaries - ARFF/OPS Specialist	108,045.79	340,772.84	-232,727.05	31.7%
5040-00 · Salaries-ASC/Sp.Prjct./Ex. Assi	24,694.06	75,000.00	-50,305.94	32.9%
5050-00 · Salaries-Seasonal-Snow Removal	14,882.00	38,000.00	-23,118.00	39.2%
5050-01 · Salaries - Seasonal - Arpt Host	3,570.00			
5050-02 · Salaries - Merit Increase	0.00	39,493.45	-39,493.45	0.0%
5060-01 · Overtime - General	0.00	2,000.00	-2,000.00	0.0%
5060-02 · Overtime - Snow Removal	22,299.76	20,000.00	2,299.76	111.5%
5060-04 · OT - Security	0.00	5,000.00	-5,000.00	0.0%
5100-00 · Retirement	42,184.63	130,000.00	-87,815.37	32.4%
5110-00 · Social Security/Medicare	25,987.74	85,000.00	-59,012.26	30.6%
5120-00 · Life Insurance	505.46	1,700.00	-1,194.54	29.7%
5130-00 · Medical Insurance	49,221.08	210,000.00	-160,778.92	23.4%
5160-00 · Workman's Compensation	15,578.00	15,000.00	578.00	103.9%
Total "A" EXPENSES	480,913.51	1,584,683.43	-1,103,769.92	30.3%
"B" EXPENDITURES				
"B" EXPENSES - ADMINISTRATIVE				
6000-00 · TRAVEL EXPENSE	3,484.50	12,000.00	-8,515.50	29.0%
6000-01 · Travel				
Total 6000-00 · TRAVEL EXPENSE	3,484.50	12,000.00	-8,515.50	29.0%

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Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '17)

October 2016 through January 2017

	Oct '16 - Jan 17	Budget	\$ Over Budget	% of Budget
6010-00 · SUPPLIES/EQUIPMENT EXPENSE				
6010-01 · Supplies - Office	3,453.38	13,000.00	-9,546.62	26.6%
6010-03 · Supplies - Computer	797.96			
Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE	4,251.34	13,000.00	-8,748.66	32.7%
6020-00 · INSURANCE				
6020-01 · Insurance - Liability	11,640.00	10,400.00	1,240.00	111.9%
6020-02 · Insurance - Public Officials	5,402.26	5,600.00	-197.74	96.5%
6020-03 · Insurance-Bldg/Unlic.Veh./Prop	39,509.60	40,500.00	-990.40	97.6%
6020-04 · Insurance - Licensed Vehicles	6,239.00	7,000.00	-761.00	89.1%
Total 6020-00 · INSURANCE	62,790.86	63,500.00	-709.14	98.9%
6030-00 · UTILITIES				
6030-01 · Utilities - Gas/Terminal	5,014.89	20,000.00	-14,985.11	25.1%
6030-02 · Utilities - Gas/Maintenance	2,551.14	10,000.00	-7,448.86	25.5%
6030-03 · Utilities - Elect./Runway&PAPI	3,005.45	7,000.00	-3,994.55	42.9%
6030-04 · Utilities - Elec./Office/Maint.	3,467.99	12,000.00	-8,532.01	28.9%
6030-05 · Utilities - Electric/Terminal	14,238.83	40,000.00	-25,761.17	35.6%
6030-06 · Utilities - Telephone	5,029.92	12,000.00	-6,970.08	41.9%
6030-07 · Utilities - Water	314.96	1,500.00	-1,185.04	21.0%
6030-08 · Utilities - Garbage Removal	3,741.15	10,000.00	-6,258.85	37.4%
6030-09 · Utilities - Sewer	1,085.80	4,000.00	-2,914.20	27.1%
6030-11 · Utilities - Electric/Tower	2,045.71	6,000.00	-3,954.29	34.1%
6030-12 · Utilities - Elec./Brdfrd.Hghl	175.61	700.00	-524.39	25.1%
6030-15 · Utilities - Elec/AWOS	1,111.54	3,000.00	-1,888.46	37.1%
6030-16 · Utilities - Elec. Wind Cone	43.36	150.00	-106.64	28.9%
6030-17 · Utilities - Elec.- Hangar	366.86	200.00	166.86	183.4%
Total 6030-00 · UTILITIES	42,193.21	126,550.00	-84,356.79	33.3%
6040-00 · SERVICE PROVIDER				
6040-01 · Service Provider - Weat/Flight	2,172.00	2,200.00	-28.00	98.7%
6040-02 · Service Provider - Term. Music	156.00	900.00	-744.00	17.3%
6040-03 · Service Provider - Internet AOB	2,816.01	10,000.00	-7,183.99	28.2%
6040-05 · Service Provider - Internet Ter	600.00	1,800.00	-1,200.00	33.3%
6040-06 · Service Provider - SSI Movement	9,850.00	9,850.00	0.00	100.0%
6040-07 · Serv. Provider - Security CMS	14,200.00	100,000.00	-85,800.00	14.2%
6040-08 · Service Provider - Part 139 Arp	3,000.00	3,000.00	0.00	100.0%
6040-09 · Service Provider - Elec. Filing	4,600.00	13,800.00	-9,200.00	33.3%
6040-10 · Service Provider - Term. Flight	840.00	6,200.00	-5,360.00	13.5%
6040-11 · Service Provider - Term. Satel	373.56	6,000.00	-5,626.44	6.2%
6040-12 · Service Provider - Certif. Mana	0.00	1,000.00	-1,000.00	0.0%
Total 6040-00 · SERVICE PROVIDER	38,607.57	154,750.00	-116,142.43	24.9%

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '17)

October 2016 through January 2017

	Oct '16 - Jan 17	Budget	\$ Over Budget	% of Budget
6050-00 · PROFESSIONAL SERVICES				
6050-01 · Professional Services - Legal	12,646.30	70,000.00	-57,353.70	18.1%
6050-02 · Professional Services - Audit	30,338.88	45,000.00	-14,661.12	67.4%
6050-03 · Professional Services - Engineer	125.00	8,000.00	-7,875.00	1.6%
6050-04 · Professional Services - ARFF	0.00	4,000.00	-4,000.00	0.0%
6050-05 · Professional Services - Gen.	3,350.00	10,000.00	-6,650.00	33.5%
6050-08 · Professional Services - Security	540.00	4,000.00	-3,460.00	13.5%
6050-10 · Prof. Svcs.-IT/Comp. Support	4,980.00	25,000.00	-20,020.00	19.9%
6050-12 · Prof. Serv.- Planning Air Serv.	185.00	15,000.00	-14,815.00	1.2%
6050-13 · Prof. Serv.-Website Des.& Maint	2,419.51	2,000.00	419.51	121.0%
6050-15 · Prof. Serv.-Pub.Outreach/Comm.	368.00	20,000.00	-19,632.00	1.8%
Total 6050-00 · PROFESSIONAL SERVICES	54,952.69	203,000.00	-148,047.31	27.1%
6060-00 · MAINTENANCE-OFFICE EQUIPMENT				
6060-01 · Maint.-Office Equip./Gen.	15.50	4,000.00	-3,984.50	0.4%
6060-04 · Maintenance - Copier	600.32			
6060-05 · Maintenance - Phone	1,215.00			
Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT	1,830.82	4,000.00	-2,169.18	45.8%
6070-00 · RENT/LEASE OFFICE EQUIPMENT				
6070-02 · Rent/Lease - Postage Meter	312.00	1,400.00	-1,088.00	22.3%
Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT	312.00	1,400.00	-1,088.00	22.3%
6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E				
6080-01 · Dues/Memberships/Publications	4,052.67	15,000.00	-10,947.33	27.0%
6080-04 · Airport Marketing	9,421.52	20,000.00	-10,578.48	47.1%
6080-06 · Marketing - SCASDP	3,896.13	25,000.00	-21,103.87	15.6%
Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E	17,370.32	60,000.00	-42,629.68	29.0%
6090-00 · POSTAGE				
6090-01 · Postage/Courier Service	631.07	2,000.00	-1,368.93	31.6%
Total 6090-00 · POSTAGE	631.07	2,000.00	-1,368.93	31.6%
6100-00 · EDUCATION/TRAINING				
6100-01 · Education/Training - Admin.	2,763.00	15,000.00	-12,237.00	18.4%
6100-02 · Education/Training - OPS	1,121.00	3,500.00	-2,379.00	32.0%
6100-03 · Education/Training - ARFF	6,156.75	17,000.00	-10,843.25	36.2%
6100-04 · Education/Training - Tri-Ann	0.00	3,000.00	-3,000.00	0.0%
6100-05 · Education - Neighborl Flight	0.00	10,000.00	-10,000.00	0.0%
6100-06 · Education - Security	0.00	10,000.00	-10,000.00	0.0%
6100-07 · Education - Public Outreach	2,183.58			
Total 6100-00 · EDUCATION/TRAINING	12,224.33	58,500.00	-46,275.67	20.9%

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Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '17)

October 2016 through January 2017

	Oct '16 - Jan 17	Budget	\$ Over Budget	% of Budget
6110-00 - CONTRACTS				
6110-01 - Contracts - General	125.00			
6110-02 - Contracts - FMAA	14,000.00	42,000.00	-28,000.00	33.3%
6110-03 - Contracts - SVA/Fee Collection	19,600.00	58,900.00	-39,300.00	33.3%
6110-04 - Contracts - COH LEO	1,088.00	5,000.00	-3,912.00	21.8%
6110-05 - Contracts - Janitorial	16,240.00	50,000.00	-33,760.00	32.5%
6110-07 - Contracts - Snow Removal	17,019.00	25,000.00	-7,981.00	68.1%
6110-08 - Contracts - Eccles Tree Lights	17,500.00	30,000.00	-12,500.00	58.3%
Total 6110-00 - CONTRACTS	85,572.00	210,900.00	-125,328.00	40.6%
6120-00 - PERMITS				
6120-01 - Permits - General	0.00	100.00	-100.00	0.0%
6120-02 - Permits - COH Impact Fee	0.00	10,000.00	-10,000.00	0.0%
Total 6120-00 - PERMITS	0.00	10,100.00	-10,100.00	0.0%
6130-00 - MISCELLANEOUS EXPENSES				
6130-01 - Misc. - General	6,906.38	9,000.00	-2,093.62	76.7%
6140-00 - Bank Fees	76.00	3,000.00	-2,924.00	2.5%
Total 6130-00 - MISCELLANEOUS EXPENSES	6,982.38	12,000.00	-5,017.62	58.2%
Total "B" EXPENSES - ADMINISTRATIVE	331,203.09	931,700.00	-600,496.91	35.5%
"B" EXPENSES - OPERATIONAL				
6500-00 - SUPPLIES/EQUIPMENT-ARFF/OPERATI				
6500-01 - Supplies/Equipment - General	1,565.56			
6500-02 - Supplies/Equipment - Tools	301.89	45,000.00	-43,434.44	3.5%
6500-03 - Supplies/Equipment - Clothing	104.41			
6500-04 - Supplies/Equipment - Janitorial	5,236.32			
6500-05 - Supplies/Equipment - Deice	43,885.00	40,000.00	3,885.00	109.7%
6500-06 - Supplies/Equipment - ARFF	10,890.62	10,000.00	890.62	108.9%
Total 6500-00 - SUPPLIES/EQUIPMENT-ARFF/OPERATI	61,983.80	95,000.00	-33,016.20	65.2%
6510-00 - FUEL/LUBRICANTS				
6510-01 - General	321.84	40,000.00	-39,678.16	0.8%
6510-02 - Fuel	25,927.78			
6510-03 - Lubricants	954.80			
Total 6510-00 - FUEL/LUBRICANTS	27,204.42	40,000.00	-12,795.58	68.0%

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Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '17)

October 2016 through January 2017

	Oct '16 - Jan 17	Budget	\$ Over Budget	% of Budget
6520-00 · VEHICLES/MAINTENANCE				
6520-01 · R/M Equipment - General	275.99			
6520-06 · R/M Equip. - '85 Ford Dump	23.00	35,000.00	-34,724.01	0.8%
6520-08 · R/M Equip. - '96 Tiger Tractor	8.99			
6520-09 · R/M Equip. - '96 Oshkosh Swp.	2,047.23			
6520-17 · R/M Equip. '01 Case 921 Ldr.	1,299.10			
6520-18 · R/M Equip. - '97 Chevy Blazer	23.00			
6520-19 · R/M Equip. '02 Ford F-150 PU	177.88			
6520-20 · R/M Equip. - '02 Kodiak Blower	306.20			
6520-25 · R/M Equip. - '04 Batts De-Ice	2,371.54			
6520-28 · R/M Equip.-Case 621 Loader	480.00			
6520-29 · R/M Equip.-2010 Wausau Plow	10,581.57			
6520-30 · R/M Equip.-'05 Ford F-350	4,355.06			
6520-31 · R/M Equip. - Oshkosh Blower	2,501.12			
6520-34 · R/M Equip. - '12 Case 921F Load	257.84			
6520-35 · R/M Equip. - '14 Ford Explorer	263.00			
6520-37 · R/M Equip. - '15 Tool Cat	180.13			
6520-38 · R/M Equip. - '15 Wausau Broom	716.82			
6520-00 · VEHICLES/MAINTENANCE - Other	0.00			
Total 6520-00 · VEHICLES/MAINTENANCE	25,868.47	35,000.00	-9,131.53	73.9%
6530-00 · ARFF MAINTENANCE				
6530-01 · ARFF Maint. General	0.00	7,000.00	-7,000.00	0.0%
6530-03 · ARFF Maint. - '87 Oshkosh	10.59			
6530-04 · ARFF Maint. - Radios	540.20			
Total 6530-00 · ARFF MAINTENANCE	550.79	7,000.00	-6,449.21	7.9%
6540-00 · REPAIRS/MAINTENANCE - BUILDING				
6540-01 · R/M Bldg. - General	214.00	40,000.00	-39,786.00	0.5%
6540-02 · R/M Bldg. - Terminal	14,610.69			
6540-03 · R/M Bldg. - Shop	526.00			
6540-04 · R/M Bldg. - Cold Storage	225.00			
6540-05 · R/M Bldg. - AOB	2,719.75			
6540-07 · R/M Bldg. - Tower	1,212.14			
6540-09 · R/M Bldg. - Landscaping	1,152.50			
Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING	20,660.08	40,000.00	-19,339.92	51.7%
6550-00 · REPAIRS/MAINTENANCE - AIRSIDE				
6550-01 · R/M - General	485.86	28,000.00	-27,514.14	1.7%
6550-02 · R/M - Airfield	5,031.53			
6550-03 · R/M - Runway	112.98			
6550-04 · R/M - Lights	4,040.73			
6550-05 · R/M - Grounds	675.74			
Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE	10,346.84	28,000.00	-17,653.16	37.0%

11:33 AM

03/27/17

Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '17)

October 2016 through January 2017

	Oct '16 - Jan 17	Budget	\$ Over Budget	% of Budget
6560-00 · SECURITY EXPENSE				
6560-01 · Security	11,248.96	50,000.00	-38,751.04	22.5%
Total 6560-00 · SECURITY EXPENSE	11,248.96	50,000.00	-38,751.04	22.5%
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU				
6570-01 · R/M Aeronautical Equip - NDB/DME	4,568.40	25,000.00	-20,431.60	18.3%
6570-02 · R/M Aeronautical Equip. - Tower	2,699.20			
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	4,628.40			
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU	11,896.00	25,000.00	-13,104.00	47.6%
Total "B" EXPENSES - OPERATIONAL	169,759.36	320,000.00	-150,240.64	53.0%
Total "B" EXPENDITURES	500,962.45	1,251,700.00	-750,737.55	40.0%
"C" EXPENSES				
7000-00 · MISC. CAPITAL EXPENDITURES				
7000-01 · Contingency	9,440.00	20,000.00	-10,560.00	47.2%
7000-05 · Computer Equipment/Software	0.00	3,000.00	-3,000.00	0.0%
7000-21 · Truck Spreader	6,340.00			
7000-22 · Airline Ticketing Office Improv	1,022.50			
7000-23 · SRE (Tool Cat)	0.00	9,500.00	-9,500.00	0.0%
7000-24 · ARFF Equipment	0.00	12,500.00	-12,500.00	0.0%
7000-26 · Acquisition - Licensed Vehicles	6,340.37	60,000.00	-53,659.63	10.6%
7000-47 · AOB Improvements	0.00	20,000.00	-20,000.00	0.0%
7000-50 · Welding Equipment	2,459.00			
7000-52 · Tools Equipment	0.00	5,300.00	-5,300.00	0.0%
7000-53 · Term. Concession	0.00	45,000.00	-45,000.00	0.0%
Total 7000-00 · MISC. CAPITAL EXPENDITURES	25,601.87	175,300.00	-149,698.13	14.6%
7110-00 · Small Comm. Air Service				
7110-02 · Small Comm. Air Serv. 2016	249.00	534,000.00	-533,751.00	0.0%
Total 7110-00 · Small Comm. Air Service	249.00	534,000.00	-533,751.00	0.0%
7541-00 · AIP 41 SA Ph. III -Runway/Term.				
7541-02 · AIP '41 - Non-Eligible	133,303.65			
7541-07 · AIP '41 RETAINER	9,375.00			
7541-08 · AIP '41 RETAINER PFC	624.99			
Total 7541-00 · AIP 41 SA Ph. III -Runway/Term.	143,303.64			
7542-00 · AIP '42 EXPENSE - Air Carr. Apr				
7542-01 · AIP '42 - Eligible	97,147.59	200,000.00	-102,852.41	48.6%
7542-02 · AIP '42 Non-Eligible	6,476.51			
Total 7542-00 · AIP '42 EXPENSE - Air Carr. Apr	103,624.10	200,000.00	-96,375.90	51.8%

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03/27/17

Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '17)

October 2016 through January 2017

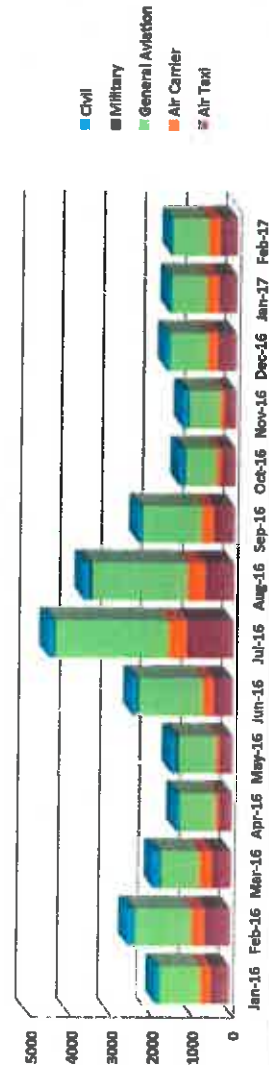
	Oct '16 - Jan 17	Budget	\$ Over Budget	% of Budget
7543-00 · AIP '43 EXPENSE - Project TBD				
7543-01 · AIP '43 - Eligible	0.00	2,125,000.00	-2,125,000.00	0.0%
Total 7543-00 · AIP '43 EXPENSE - Project TBD	0.00	2,125,000.00	-2,125,000.00	0.0%
9001-00 · PFC 14-09-C-00-SUN				
9001-02 · PFC '14 Acquire SRE	416.25			
9001-03 · PFC '14 Master Plan	32,279.74	150,000.00	-117,720.26	21.5%
9001-18 · PFC '14 Runway Rehabilitation	4,137.18			
Total 9001-00 · PFC 14-09-C-00-SUN	36,833.17	150,000.00	-113,166.83	24.6%
Total "C" EXPENSES	309,611.78	3,184,300.00	-2,874,688.22	9.7%
Total EXPENDITURES	1,291,487.74	6,020,683.43	-4,729,195.69	21.5%
Total Expense	1,291,487.74	6,020,683.43	-4,729,195.69	21.5%
Net Ordinary Income	-38,331.32	152,516.57	-190,847.89	-25.1%
Net Income	-38,331.32	152,516.57	-190,847.89	-25.1%

**Friedman Memorial Airport
February 2017**

ATCT Traffic Operations Record																	
Month	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
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	1,665
February	4,027	4,498	3,073	3,122	3,789	3,597	3,548	2,857	2,244	2,847	2,117	2,205	2,612	1,417	2,268	2,533	1,629
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	0
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	0
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	0
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	0
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	0
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	0
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	0
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	0
November	3,082	2,698	2,589	2,749	2,260	2,912	2,892	1,670	1,901	1,309	1,114	1,325	1,475	908	1,229	1,314	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	1,717	0
Totals	50,868	55,897	44,739	45,032	43,607	43,002	60,712	33,836	31,698	32,350	30,555	28,269	32,140	23,307	24,816	26,716	3,294

ATCT Operations Change (2017 vs. 2016)			
	2017	2016	% Change
Air Taxi	433	647	-33%
Air Carrier	287	318	-10%
General Aviation	895	1,340	-33%
Military	0	12	-100%
Civil	14	166	-92%
Total	1,629	2,383	-31.69%

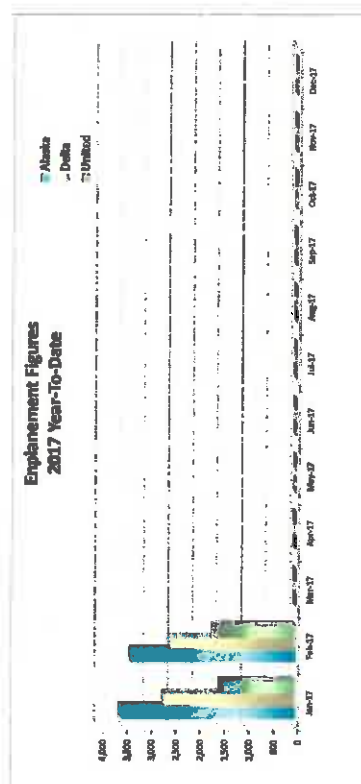
**Operations
2016-2017
(Cumulative)**



Friedman Memorial Airport
February 2017

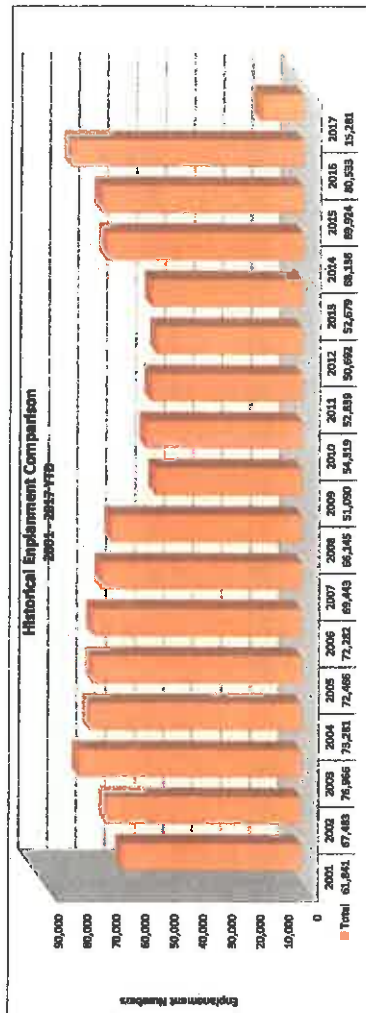
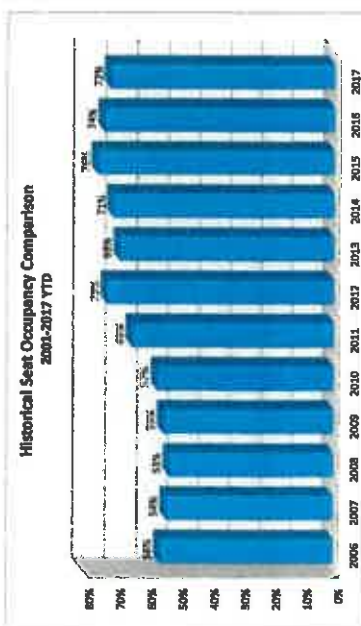
2017 Enplanements													
Alaska Airlines							Delta Airlines						
	Revenue	Non-	Prior Year	Total %	Revenue	Non-		Revenue	Non-	Prior Year	Total %	Revenue	Non-
	Jan-17	75	3,538	9%	2,637	48		2,685	27	1,492	15%	1,519	27
	Feb-17	68	3,340	-2%	2,470	86		2,556	19	1,828	-22%	1,845	19
Totals	5,733	143	6,876	4%	5,107	134		5,241	46	3,118	-6%	3,164	46
Legend for Chart													
United Airlines							Prior Year Total						
	Total	Prior Year	Total %	Total %	Total	Prior Year	Total	Total	Total %	Total	Total %	Total	Total %
	Jan-17	1,197	1,519	27%	7,740	8,755	14.8%	7,541	8,519	-11.5%	15,281	15,274	0.0%

2017 Dependentments													
Alaska Airlines							Delta Airlines						
	Revenue	Non-	Prior Year	Total %	Revenue	Non-		Revenue	Non-	Prior Year	Total %	Revenue	Non-
	Jan-17	80	2,902	12%	2,004	49		2,053	38	1,238	9%	1,276	790
	Feb-17	69	3,771	13%	2,293	51		2,344	30	1,729	-25%	1,759	1,787
Totals	5,524	149	6,673	13%	4,297	100		4,397	68	2,967	-13%	3,035	2,577
Legend for Chart													
United Airlines							Prior Year Total						
	Total	Prior Year	Total %	Total %	Total	Prior Year	Total	Total	Total %	Total	Total %	Total	Total %
	Jan-17	8,231	5,267	18.3%	7,874	8,274	-4.8%	14,105	13,541	4.2%	14,105	13,541	4.2%



Friedman Memorial Airport
February 2017

2017 Seat Occupancy																					
Q 2 17	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-17	63	4,788	3,536	74%	51	3,519	2,685	76%	34	2,244	1,519	68%	10,551	7,740	73%	10%	15%	3%			
Feb-17	60	4,590	3,340	73%	53	3,657	2,556	70%	35	2,310	1,645	71%	10,527	7,541	72%	-3%	-11%	-8%			
Totals	123	9,348	6,876	74%	104	7,176	5,241	73%	69	4,554	3,164	69%	21,078	15,281	72%	3%	0%	-3%			
Total of 68 Seats Available on aircraft for summer months Total of 76 Seats Available on aircraft for winter months *Seats are capped at 68 during some periods in the summer due to weight and balance requirements and other those of the year seats may be capped due to environmental conditions															Total of 68 Seats Available on aircraft from Jan. - June Total of 70 Seats starting in July						
															Total of 68 Seats Available on aircraft from Jan. - June Total of 70 Seats starting in July						



Chris Pomeroy

From: Spencer Dickerson <Spencer.Dickerson@aaa.org>
Sent: Tuesday, March 28, 2017 7:33 AM
To: Spencer Dickerson
Subject: IMPORTANT HILL CONTRACT TOWER REQUESTS
Attachments: UPDATE - Contract Tower HOUSE GROUP APPROPS Action Request - PLEASE REVIEW AND TAKE ACTION; Contract Tower SENATE GROUP APPROPS Action Request - PLEASE REVIEW AND TAKE ACTION ASAP; Contract Tower SENATE GROUP COMMERCE COMMITTEE Action Request - PLEASE REVIEW AND TAKE ACTION ASAP

Importance: High

TO: Airports in the FAA Contract Tower Program

We know we hit everyone hard yesterday with several Hill requests yesterday on pro-contract tower letters being circulated in the House and Senate. There are several reasons we need all of you engaged with your House and Senate offices. **First**, the Trump administration is requesting a 13 percent cut in DOT/FAA's budget for FY 2018; we also expect the Trump administration will recommend removal of the dedicated/statutory language protecting contract tower funding in the full budget that will be released later this spring. **Second**, we are beginning to pick up in recent meetings and phone conversations negative feedback from officials in the Trump administration/OMB/FAA about the our contract tower benefit/cost (b/c) legislative reforms that we were successful in getting in House and Senate FAA reauthorization bills last year, which were unfortunately not included in the reauthorization extension passed by Congress last July. As such, it is clear that FAA will not move on reforming the b/c process to benefit all airports in the contract tower program as well as those airports that have applied for the program UNTIL Congress passes our b/c legislative reforms!

As such, we need **EVERY AIRPORT** with a FAA contact tower **and** those airports interested in getting into the program to take Hill action **as soon as possible** per my emails yesterday. Giving the sharp political divisions on the Hill these days, members of Congress are always looking for bi-partisan efforts to support and these group contract tower letters provide a great opportunity for Republicans **and** Democrats to get on board with something positive.

As a summary, please carefully review the following regarding follow up on the Hill:

1. The first email attachment is the request for everyone to contact your respective House member(s) to sign the House appropriations group letter being led by Congressman Bob Goodlatte (R-VA), Congressman John Ratcliffe (R-TX), Congresswoman Frederica Wilson (D-FL), and Congresswoman Julia Brownley (D-CA). The deadline for House offices to contact Lindsay Black in Congressman Goodlatte's office to sign this letter is March 31.
2. The second email attachment is the request for everyone to contact **both** of your U.S. Senates to sign the Senate appropriations group letter being led by Senators James Inhofe (R-OK) and Richard Blumenthal (D-CT). The deadline for all Senate offices to contact Dan Hillenbrand in Senator Inhofe's office to sign this letter is April 4.
3. The third email attachment is the request for everyone with a Senator on the Commerce Committee (see list below) to contact your respective Senator to sign the Senate Commerce Committee group letter being led by Senators James Inhofe (R-OK), Jerry Moran (R-KS), and Richard Blumenthal (D-

CT). You do **not** need to ask your Senator to sign this particular letter if he/she does not serve on the Commerce Committee. The deadline for Senate Commerce Committee offices to contact Dan Hillenbrand in Senator Inhofe's office to sign this letter is April 4.

Republican Senators on the Senate Commerce Committee

Roger Wicker, Mississippi
Roy Blunt, Missouri
Ted Cruz, Texas
Deb Fisher, Nebraska
Dan Sullivan, Alaska
Dean Heller, Nevada
Mike Lee, Utah
Ron Johnson, Wisconsin
Shelley Moore Capito, West Virginia
Cory Gardner, Colorado
Todd Young, Indiana

Democratic Senators on the Senate Commerce Committee

Maria Cantwell, Washington
Any Klobuchar, Minnesota
Brian Schatz, Hawaii
Edward Markey, Massachusetts
Cory Booker, New Jersey
Tom Udall, New Mexico
Gary Peters, Michigan
Tammy Baldwin, Wisconsin
Tammy Duckworth, Illinois
Maggie Hassan, New Hampshire
Catherine Cortez Masto, Nevada

If you don't have staff contacts in your House or Senate offices, below is the link to get contact information. Just call their Capitol Hill offices in DC and ask for the person who handles aviation matters and ask them sign the appropriate letters. Of, feel free to contact me and I will can help out.

<https://www.congress.gov/members>

Many thanks for your time and assistance! Please contact me if you have questions or need further information.

Let's rock and roll!

Spencer Dickerson, C.M.
Senior Executive Vice President for Global Operations
AAAE/IAAE
601 Madison St., 4th Floor
Alexandria, VA 22314
phone 703/824-0500, ext. 130
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Chris Pomeroy

From: Brad Van Dam <brad.vandam@aaae.org>
Sent: Tuesday, March 28, 2017 12:51 PM
To: Chris Pomeroy
Subject: Airport Alert: Hauptli Describes Airport Perspective on ATC Reform



Hauptli Describes Airport Perspective on ATC Reform

March 28, 2017

During a meeting at the White House today on air traffic control reform, AAAE President and CEO Todd Hauptli discussed airport priorities and described how eliminating the federal cap on Passenger Facility Charges could help airports leverage local funds for private investment.

A number of aviation stakeholders attended today's "listening session" including representatives from AAAE, ACI-NA, airlines, general aviation and labor. The meeting comes two weeks after the Administration unveiled a "skinny" budget for fiscal year 2018 that seems to endorse House Transportation and Infrastructure Committee Chairman Bill Shuster's (R-PA) plan to have an independent, not-for-profit corporation operate the ATC system.

Hauptli told Administration officials that airports haven't taken a formal position on Shuster's controversial ATC reform proposal. But he explained that airports have a set of principles related to ATC reform including evaluating whether a new system would provide stable and predictable funding for the federal Airport Improvement Program.

Hauptli also highlighted the need eliminate the PFC cap and transform how airports finance their infrastructure system. He told attendees that eliminating the PFC cap would allow airports to leverage local funds for private investment at a time when many airports are PFC constrained for 20 years or longer.

During today's session at the Eisenhower Executive Office Building, Hauptli described how any new ATC system should protect the cost-effective Contract Tower Program. He pointed out that contract towers handle approximately 28 percent of all U.S. tower operations, but they account for only 14 percent of FAA's budget allotted to ATC operations.

Hauptli also argued that airports need to have a seat at the table when it comes to ATC matters. Shuster's proposal calls for a board of directors made up of aviation users to govern the proposed not-for-profit ATC corporation. The bill that the T&I Committee approved last year would allow airlines to have four seats on the board. But Hauptli pointed that airports would not have any representation.

Annie Russo, the Vice President for Government and Political Affairs at ACI-NA, echoed Hauptli's comments about airport priorities for ATC reform. She underscored how important it is that airports have a say on the proposed ATC board especially since new flight paths and noise-related issues are impacting airports and their nearby communities.

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



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Sent by brad.vandam@aaae.org

Chris Pomeroy

From: Brad Van Dam <brad.vandam@aaa.org>
Sent: Thursday, March 23, 2017 1:52 PM
To: Chris Pomeroy
Subject: Hearing Report: Airport and Airline Officials Debate PFCs



Airport and Airline Officials Debate PFCs

March 23, 2017

During a Senate hearing today, airport and airline officials debated an airport proposal to eliminate the federal cap on local Passenger Facility Charges. The hearing comes as the Senate Commerce Committee continues to lay the groundwork on legislation to reauthorize the Federal Aviation Administration.

Senate Commerce Committee Ranking Member Bill Nelson (D-FL) told his colleague that airports need to keep up with the times and described the need for Congress to revisit the current cap on PFCs especially at a time when the Administration is proposing deep cuts in non-defense discretionary spending.

"With the increased traffic in airports, there is a limited amount of money that airports have in order to be able to stay up with the needs - both capacity and safety," Nelson said. "And the Passenger Facility Charge is one of the few, and it has not been raised since nearly sixteen years. So, we've got to face the music."

Rhonda K. Hamm-Niebruegge, the Director of the St. Louis Lambert International Airport, described the enormous funding gap that airports are facing and pointed out that the American Society of Civil Engineers gave U.S. infrastructure a "D" rating. She told lawmakers that raising or eliminating the PFC cap would allow airports to meet local needs without impacting the federal budget.

"Congress can dramatically improve our resources deficit and promote the self-sufficiency of U.S. airports with no federal investment by increasing or outright eliminating the statutory PFC cap," Hamm-Niebruegge, said. "Since the cap was last increased, PFCs have lost 50 percent of their purchasing power."

Bob Montgomery, the Vice President of Airport Affairs for Southwest Airlines, took the opposite view on PFCs, and his written testimony included a list of top ten reasons why Southwest Airlines opposes a PFC increase. In his opening statement, Montgomery told lawmakers that adjusting the PFC cap isn't necessary. He explained that he had "never seen an airport with a construction need that has not been addressed due to the lack of funding."

Montgomery argued that airline passengers are already over-taxed and that they are sensitive to price increases - a theme that other airline representatives have frequently used on Capitol Hill. He suggested that a PFC increase would hurt smaller markets where it is more challenging for Southwest to fill its Boeing 737s. He also indicated that a PFC increase would represent a double hit on passengers from small communities who fly through connecting airports.

In response to a question from Aviation Subcommittee Chairman Roy Blunt (R-MO) about how a PFC increase would impact small communities, Hamm-Niebruegge indicated that airports are very price sensitive. She pointed out that the St. Louis airport dropped its cost per enplaned passenger from \$17 to \$11.75 and that it would consider raising its PFC level only high enough to meet its demands. She also pointed out that the airport would not want to raise its PFC to level that is not competitive with other hub airports.

But Montgomery found a receptive audience in Senator Ted Cruz (R-TX), who raised similar questions about the potential impact on smaller communities. Cruz also asked the two aviation witnesses to comment on revenue diversion at "grandfathered" airports.

Hamm-Niebruegge said that the St. Louis Lambert International Airport - one of twelve grandfathered airports - contributes about \$6 million annually to help offset significant investments that the city made to the airport. But she described the limited number of grandfathered airports as unique examples and said that generally airport revenue should stay on the airport.

Montgomery also argued that airport revenue should not be diverted for non-airport purposes. He told Cruz that grandfathered airports overall divert approximately \$1 billion annually. He described the amount as "a significant resource that could be redirected to spending." (The Department of Transportation Inspector General's office indicated last year that grandfathered airports spent more than \$2 billion for non-airport purposes between 2005 and 2010.)

Other Small Community Issues: During the first half of today's hearing, lawmakers mostly focused on airport infrastructure. But Senator Maria Cantwell (D-WA), the top Democrat on the Aviation Subcommittee, made a pitch for the popular Contract Tower Program. She indicated that Contract Towers provide a "vital and efficient layer of safety to our national airspace system."

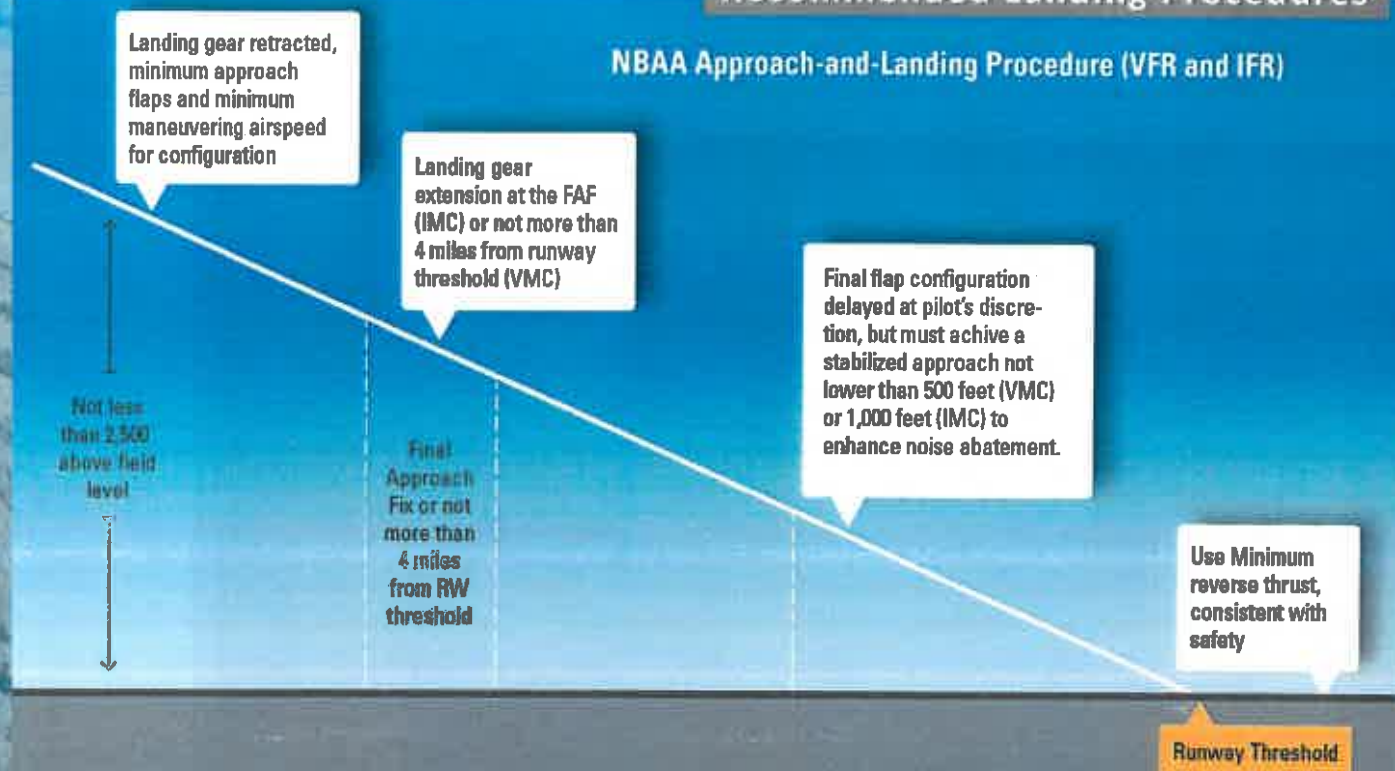
Her colleague, Senator Amy Klobuchar (D-MN), raised concerns about the Administration's proposal to eliminate the Essential Air Service program. Hamm-Niebruegge told Klobuchar that the EAS program is critical to the St. Louis Lambert International Airport and that EAS communities provide approximately 50,000 passengers per month at the airport.



[Joel Bacon](#), Executive Vice President
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[Justin Towles](#), Vice President
[Adam Snider](#), Director

Recommended Landing Procedures

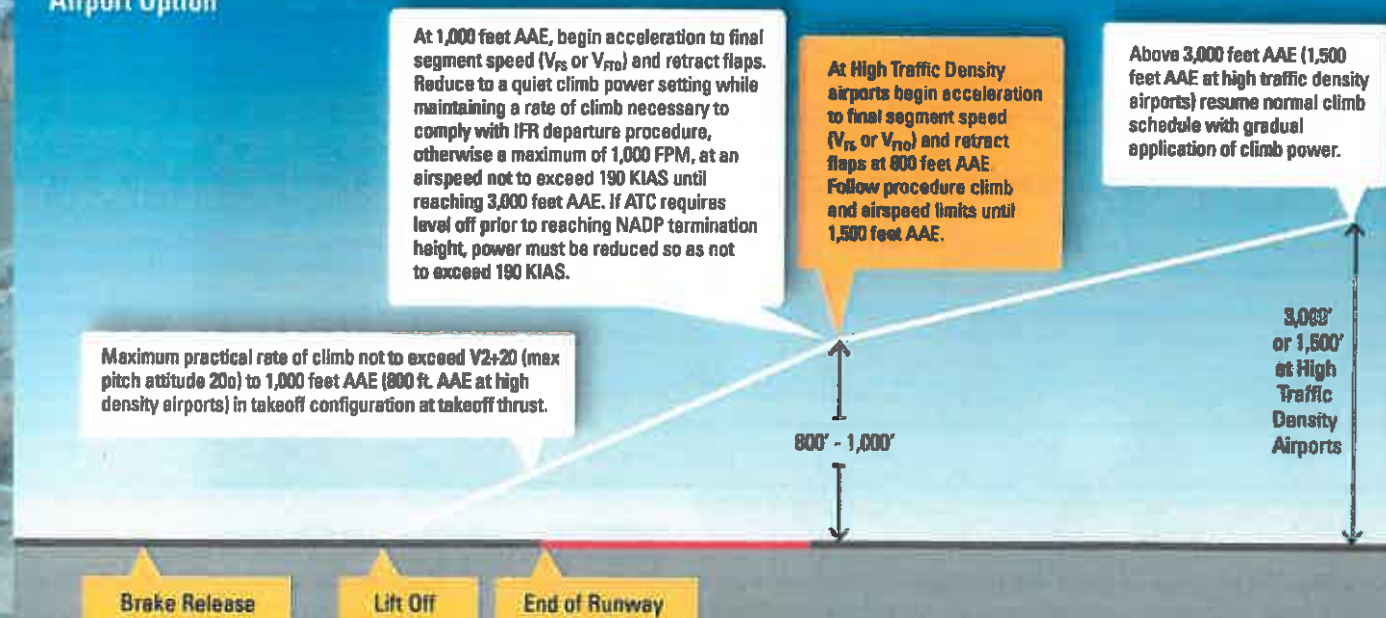
NBAA Approach-and-Landing Procedure (VFR and IFR)



Note: Aircraft should meet stabilized approach criteria no lower than 1,000' (IMC) or 500' (VMC).

Recommended Departure Procedures

NBAA Noise Abatement Departure Procedure With High-Density Airport Option



Note: No configuration changes below 400 ft. (except landing gear retraction). Ensure compliance with applicable IFR climb and airspeed requirements. For takeoff with an initial assigned altitude within 1,500' of the airport elevation (AAE), pilots may elect to climb at V_2+20 in the takeoff configuration until necessary for level off at the assigned altitude. This recommended procedure is not intended to preempt the responsibilities of the pilot in command for safe overall operation. Ensure compliance with applicable IFR climb and airspeed requirements and ATC instructions.

Welcome to Sun Valley

FRIEDMAN MEMORIAL AIRPORT

PLEASE READ!

ENTIRE AREA IS RESIDENTIAL AND NOISE SENSITIVE

NOISE ABATEMENT RECOMMENDATIONS

In response to local community concerns, Friedman Memorial Airport has a noise abatement program. The program is applicable to all types of aircraft. Please note that compliance with our noise abatement program is dependent on weather and pilot experience and familiarity with our airport. Safety should always take priority.

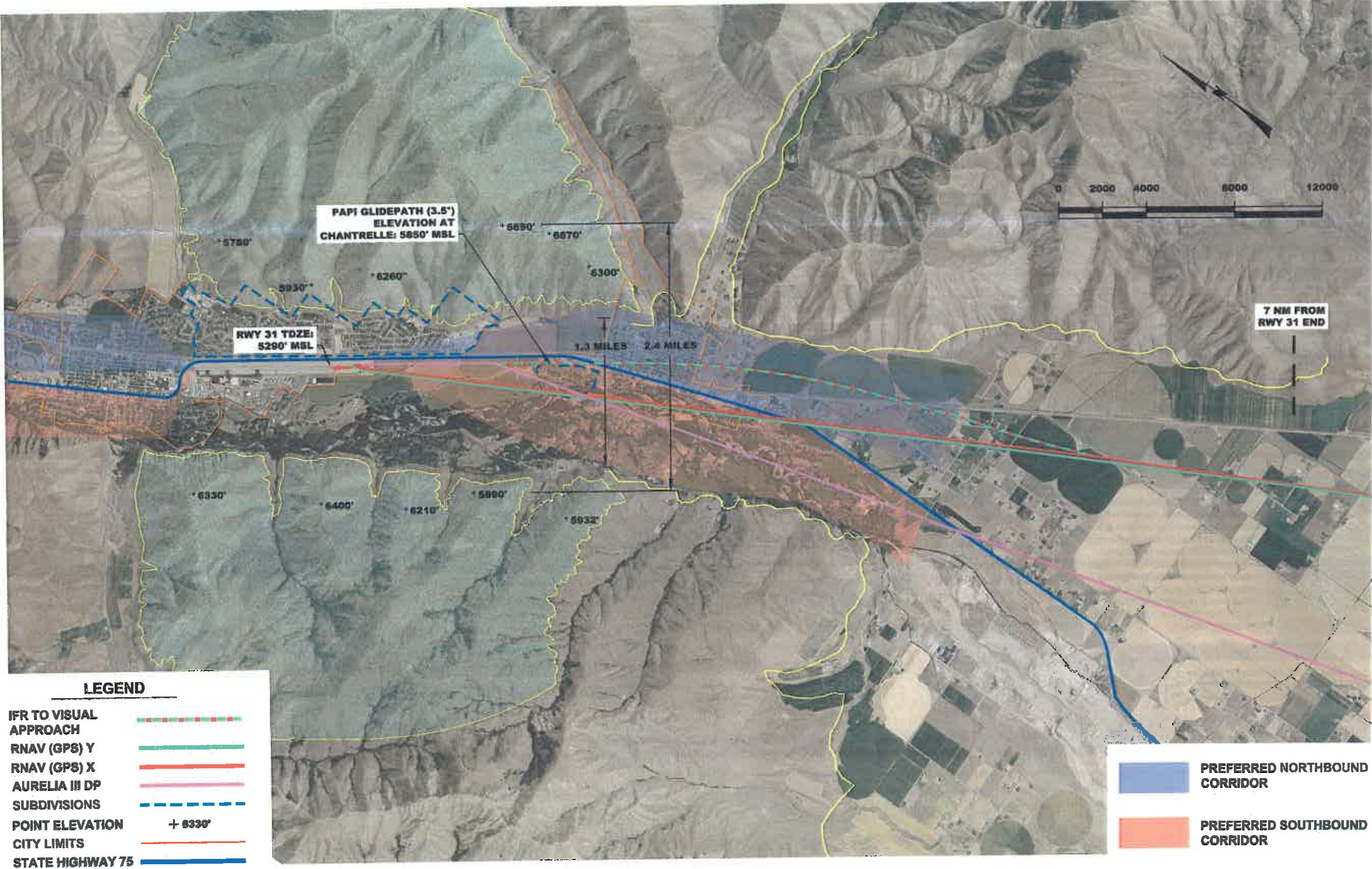
1. The Airport Authority and your neighbors request that aircraft operators avoid landing from the north or departing to the north.
2. All aircraft are asked not to operate between the hours of 2300 and 0600 (local time).
3. Preferred hours of operation are 0700 - 2300 (local time) to coincide with hours during which the Hailey Tower and Friedman Memorial Airport crash/fire/rescue operations are staffed. There are limitations in services such as snow removal between the hours of 2300 and 0700 local.
4. Propeller-driven aircraft are asked to reduce power/prop RPM during operation.
5. APU usage limited to 30 minutes maximum, without exception (mandatory).

PLEASE COMPLY WITH ARRIVAL & DEPARTURE ROUTES

Noise Abatement Center	208.788.5138
Automatic Terminal Information Service (ATIS)	208.788.2108
ATIS Frequency	128.225
Airport Manager's Office	208.788.4956

Entire Area is Residential and Noise Sensitive

Halley, Idaho



Application for Federal Assistance SF-424

* 1. Type of Submission:

- ☐ Preapplication
☒ Application
☐ Changed/Corrected Application

* 2. Type of Application:

- ☒ New
☐ Continuation
☐ Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received:

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name: City of Hailey and Blaine County

* b. Employer/Taxpayer Identification Number (EIN/TIN):

82-0474066

* c. Organizational DUNS:

15599 3603

d. Address:

* Street1: 1616 Airport Circle

Street2:

* City: Hailey

County/Parish: Blaine

* State: ID: Idaho

Province:

* Country: USA: UNITED STATES

* Zip / Postal Code: 83333

e. Organizational Unit:

Department Name:

Friedman Memorial Airport

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: Mr.

* First Name: Chris

Middle Name:

* Last Name: Pomeroy

Suffix:

Title: Airport Manager

Organizational Affiliation:

N/A

* Telephone Number: (208) 788-9003

Fax Number: (208) 788-9852

* Email: chris@flyfma.com

Application for Federal Assistance SF-424

* 9. Type of Applicant 1: Select Applicant Type:

B: County Government

Type of Applicant 2: Select Applicant Type:

C: City or Township Government

Type of Applicant 3: Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

Federal Aviation Administration (FAA)

11. Catalog of Federal Domestic Assistance Number:

20.106

CFDA Title:

Airport Improvement Program

* 12. Funding Opportunity Number:

* Title:

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

* 15. Descriptive Title of Applicant's Project:

Terminal Apron Expansion, Terminal Parking Lot Reconfiguration, Rehab Runway 13-31 Pavement, Taxiway B-3 Drainage, EA for Land Purchase, SRE Equipment Purchase.

Attach supporting documents as specified in agency instructions.

View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant

2nd ID

* b. Program/Project

2nd ID

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date:

08/01/2016

* b. End Date:

12/31/2017

18. Estimated Funding (\$):

* a. Federal

2,494,687.00

* b. Applicant

772,313.00

* c. State

* d. Local

* e. Other

* f. Program Income

* g. TOTAL

3,267,000.00

* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?

☐ a. This application was made available to the State under the Executive Order 12372 Process for review on

☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.

☒ c. Program is not covered by E.O. 12372.

* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)

☐ Yes

☒ No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix:

Mr.

* First Name:

Chris

Middle Name:

* Last Name:

Pomeroy

Suffix:

* Title:

Airport Manager

* Telephone Number:

(208) 788-9003

Fax Number:

(208) 788-9852

* Email:

chris@flyfma.com

* Signature of Authorized Representative:

* Date Signed:

Application for Federal Assistance (Development and Equipment Projects)

PART II – PROJECT APPROVAL INFORMATION

Part II - SECTION A	
The term "Sponsor" refers to the applicant name provided in box 8 of the associated SF-424 form.	
Item 1. Does Sponsor maintain an active registration in the System for Award Management (www.SAM.gov)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Item 2. Can Sponsor commence the work identified in the application in the fiscal year the grant is made or within six months after the grant is made, whichever is later?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Item 3. Are there any foreseeable events that would delay completion of the project? If yes, provide attachment to this form that lists the events.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A
Item 4. Will the project(s) covered by this request have impacts or effects on the environment that require mitigating measures? If yes, attach a summary listing of mitigating measures to this application and identify the name and date of the environmental document(s).	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A
Item 5. Is the project covered by this request included in an approved Passenger Facility Charge (PFC) application or other Federal assistance program? If yes, please identify other funding sources by checking all applicable boxes.	
<input type="checkbox"/> The project is included in an <i>approved</i> PFC application. If included in an approved PFC application, does the application <i>only</i> address AIP matching share? <input type="checkbox"/> Yes <input type="checkbox"/> No	
<input type="checkbox"/> The project is included in another Federal Assistance program. Its CFDA number is below.	
Item 6. Will the requested Federal assistance include Sponsor indirect costs as described in 2 CFR Appendix VII to Part 200, States and Local Government and Indian Tribe Indirect Cost Proposals?	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	
If the request for Federal assistance includes a claim for allowable indirect costs, select the applicable indirect cost rate the Sponsor proposes to apply:	
<input type="checkbox"/> De Minimis rate of 10% as permitted by 2 CFR § 200.414.	
<input type="checkbox"/> Negotiated Rate equal to _____ on _____	% as approved by _____ (the Cognizant Agency) (Date) (2 CFR part 200, appendix VII).
<i>Note: Refer to the instructions for limitations of application associated with claiming Sponsor indirect costs.</i>	

PART II - SECTION B

Certification Regarding Lobbying

The declarations made on this page are under the signature of the authorized representative as identified in box 21 of form SF-424, to which this form is attached. The term "Sponsor" refers to the applicant name provided in box 8 of the associated SF-424 form.

The Authorized Representative certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the Sponsor, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the Authorized Representative shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The Authorized Representative shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

PART II – SECTION C

The Sponsor hereby represents and certifies as follows:

1. Compatible Land Use – The Sponsor has taken the following actions to assure compatible usage of land adjacent to or in the vicinity of the airport:

The City of Hailey has established zoning ordinances that contain guidance for compatible land use planning in the vicinity of the airport. The Airport Master Plan was updated with recommended zoning guidelines.

2. Defaults – The Sponsor is not in default on any obligation to the United States or any agency of the United States Government relative to the development, operation, or maintenance of any airport, except as stated herewith:

The Sponsor is not in default.

3. Possible Disabilities – There are no facts or circumstances (including the existence of effective or proposed leases, use agreements or other legal instruments affecting use of the Airport or the existence of pending litigation or other legal proceedings) which in reasonable probability might make it impossible for the Sponsor to carry out and complete the Project or carry out the provisions of the Grant Assurances, either by limiting its legal or financial ability or otherwise, except as follows:

None.

4. Consistency with Local Plans – The project is reasonably consistent with plans existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

The project is consistent with existing plans.

5. Consideration of Local Interest – It has given fair consideration to the interest of communities in or near where the project may be located.

The project has considered the interest of the communities.

6. Consultation with Users – In making a decision to undertake an airport development project under Title 49, United States Code, it has consulted with airport users that will potentially be affected by the project (§ 47105(a)(2)).

Consultation with users has been undertaken.

7. Public Hearings – In projects involving the location of an airport, an airport runway or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

N/A

8. Air and Water Quality Standards – In projects involving airport location, a major runway extension, or runway location it will provide for the Governor of the state in which the project is located to certify in writing to the Secretary that the project will be located, designed, constructed, and operated so as to comply with applicable and air and water quality standards. In any case where such standards have not been approved and where applicable air and water quality standards have been promulgated by the Administrator of the Environmental Protection Agency, certification shall be obtained from such Administrator. Notice of certification or refusal to certify shall be provided within sixty days after the project application has been received by the Secretary.

N/A

PART II – SECTION C (Continued)

9. Exclusive Rights – There is no grant of an exclusive right for the conduct of any aeronautical activity at any airport owned or controlled by the Sponsor except as follows:

No exclusive rights have been or will be granted.

10. Land – (a) The sponsor holds the following property interest in the following areas of land, which are to be developed or used as part of or in connection with the Airport subject to the following exceptions, encumbrances, and adverse interests, all of which areas are identified on the aforementioned property map designated as Exhibit "A". [1]

The airport owns in fee simple all properties to be used or developed in connection with the Airport Improvement Program.

The Sponsor further certifies that the above is based on a title examination by a qualified attorney or title company and that such attorney or title company has determined that the Sponsor holds the above property interests.

(b) The Sponsor will acquire within a reasonable time, but in any event prior to the start of any construction work under the Project, the following property interest in the following areas of land on which such construction work is to be performed, all of which areas are identified on the aforementioned property map designated as Exhibit "A". [1]

No acquisition of land is needed for this project as all land is owned by the Sponsor. No exceptions, encumbrances or adverse interests are applicable.

(c) The Sponsor will acquire within a reasonable time, and if feasible prior to the completion of all construction work under the Project, the following property interest in the following areas of land which are to be developed or used as part of or in connection with the Airport as it will be upon completion of the Project, all of which areas are identified on the aforementioned property map designated as Exhibit "A". [1]

No acquisition of land is needed for this project as all land is owned by the Sponsor. No exceptions, encumbrances or adverse interests are applicable.

¹ State the character of property interest in each area and list and identify for each all exceptions, encumbrances, and adverse interests of every kind and nature, including liens, easements, leases, etc. The separate areas of land need only be identified here by the area numbers shown on the property map.

PART III – BUDGET INFORMATION – CONSTRUCTION

SECTION A – GENERAL	
1. Federal Domestic Assistance Catalog Number: 20-106	
2. Functional or Other Breakout:	AIP

SECTION B – CALCULATION OF FEDERAL GRANT			
Cost Classification	Latest Approved Amount (Use only for revisions)	Adjustment + or (-) Amount (Use only for revisions)	Total Amount Required
1. Administration expense			\$ 15,000
2. Preliminary expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			155,000
5. Other Architectural engineering fees			
6. Project inspection fees			220,000
7. Land development			
8. Relocation Expenses			
9. Relocation payments to Individuals and Businesses			
10. Demolition and removal			
11. Construction and project improvement			2,277,000
12. Equipment			600,000
13. Miscellaneous			
14. Subtotal (Lines 1 through 13)			\$ 3,267,000
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)			
17. Less: Ineligible Exclusions (Section C, line 23 g.)			
18. Subtotal (Lines 16 through 17)			\$ 3,267,000
19. Federal Share requested of Line 18			2,494,687
20. Grantee share			772,313
21. Other shares			
22. TOTAL PROJECT (Lines 19, 20 & 21)			\$ 3,267,000

SECTION C – EXCLUSIONS	
23. Classification (Description of non-participating work)	Amount Ineligible for Participation
a.	
b.	
c.	
d.	
e.	
f.	
g. Total	

SECTION D – PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE	
24. Grantee Share – Fund Categories	Amount
a. Securities	
b. Mortgages	
c. Appropriations (by Applicant)	772,313
d. Bonds	
e. Tax Levies	
f. Non-Cash	
g. Other (Explain):	
h. TOTAL - Grantee share	\$ 772,313
25. Other Shares	Amount
a. State	
b. Other	
c. TOTAL - Other Shares	
26. TOTAL NON-FEDERAL FINANCING	\$ 772,313

SECTION E – REMARKS
(Attach sheets if additional space is required)
<p>* Exhibit A Property Map incorporated by reference.</p> <p>* Plans and specifications for Air Carrier Apron Expansion, Airport Access/Parking Improvements, Runway Rehabilitation, and Drainage Improvements are incorporated by reference.</p> <p>* Specifications for Snow Removal Equipment Acquisition are incorporated by reference.</p>

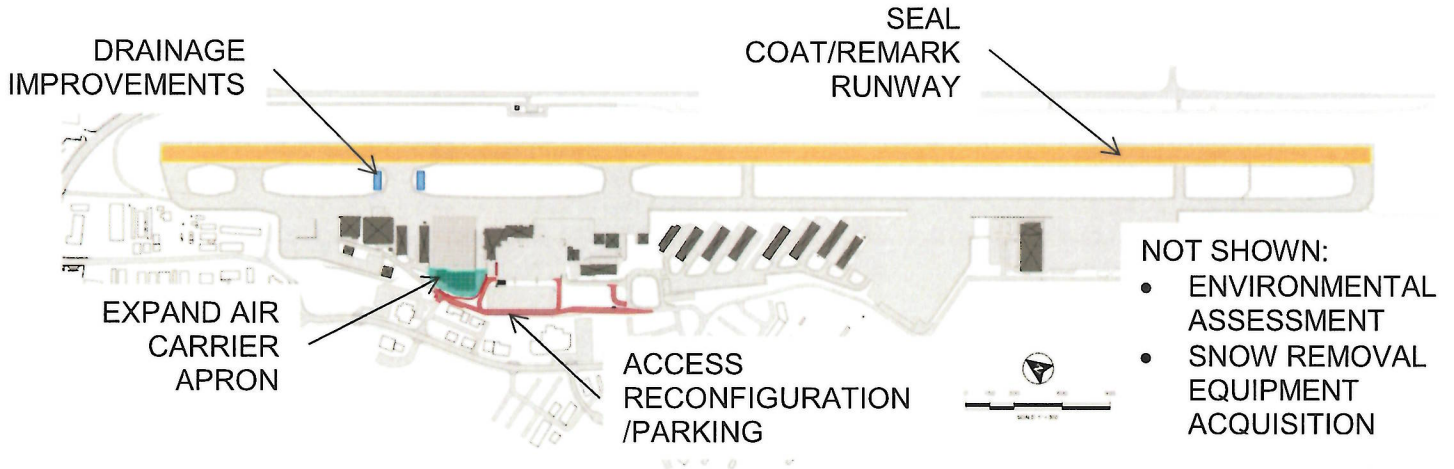
PART IV – PROGRAM NARRATIVE
(Suggested Format)

PROJECT: Terminal Apron Expansion
AIRPORT: Friedman Memorial Airport
1. Objective: <ol style="list-style-type: none">1. Provide one additional parking space for air carrier aircraft on the apron at the terminal. The space is necessary as airline schedules indicate four aircraft will remain over night in the near future.2. Vehicle access to and from the terminal public parking lot will need to be reconfigured in order to accommodate the apron expansion as a structural fill and retaining wall will need to be created.3. Provide pavement rehabilitation and drainage improvements to Runway 13-31 and Taxiway B-3 respectively.4. Complete the EA for the proposed land acquisition and obstruction removal south of the existing airport property.5. Acquisition of Snow Removal Equipment.
2. Benefits Anticipated: <ol style="list-style-type: none">1. Added apron space will allow the airport to accommodate the demand for air carrier parking.2. The construction of the retaining wall and the structural fill will allow the expansion of the air carrier apron.3. Rehab of the runway will preserve the pavement and the drainage improvements will reduce icing of Taxiway B-3.4. Completion of the EA will allow the Airport to move forward with the land acquisition and protection of the RPZ.5. Acquiring SRE equipment will help the Airport meet its snow removal requirements in a mountain community.
3. Approach: (See approved Scope of Work in Final Application) <p>The apron expansion and runway rehabilitation project will be designed in accordance with FAA standards, then bid competitively. Construction of the apron expansion, parking improvements and runway rehabilitation is planned for May-October 2017.</p> <p>Similarly, snow removal equipment will be procured competitively, with specifications in accordance with FAA standards and a public bidding process. The goal is to complete the bidding and delivery process by November 2017.</p> <p>The Environmental Assessment will be completed by a qualified consultant, in accordance with FAA guidance, beginning in May 2017 with completion planned for November 2017.</p>
4. Geographic Location: <p>Friedman Memorial Airport is located at the south end of the City of Hailey, adjacent to and on the west side of State Highway 75, in the center portion of Blaine County, Idaho. More specifically, the airport's location is described as 43° 30' 23" N Latitude, 114° 18' 2" W Longitude.</p>
5. If Applicable, Provide Additional Information:
6. Sponsor's Representative: (include address & telephone number) <p>Mr. Chris Pomeroy, Airport Manager 1616 Airport Way/P.O. Box 929 Hailey, Idaho 83333 Phone (208) 788-9003</p>

CIP/PREAPPLICATION DATA SHEET

AIRPORT: Friedman Memorial LOCAL PRIORITY: 1 UPDATED: 3/23/2017
WORK ITEM: APRON EXPANSION; RUNWAY REHABILITATION/DRAINAGE IMPROVEMENTS; ENVIRONMENTAL ASSESSMENT; SNOW REMOVAL EQUIPMENT ACQUISITION

SKETCH:



JUSTIFICATION: Based on current and forecasted air carrier demand, the airport is in need of one additional aircraft parking position on the terminal aircraft ramp. Construction of this additional space will require a significant reconfiguration of the access route to and from the terminal, with associated vehicle parking revisions. The airport's runway is also in need of rehabilitation, through application of a seal coat and re-marking. Additionally, poor drainage exists at the intersection of the runway and Taxiway B-3, and this project will correct that situation. The airport is also undertaking an effort to acquire land and remove obstructions south of the airport, beginning with an environmental assessment, included in this project. Finally, the airport is in need of additional snow removal equipment in order to remove snow from the airfield pavement, and this project includes the acquisition of a loader with appropriate attachments.

SPONSOR

SIGNATURE: _____ DATE: _____

COST ESTIMATE: \$ _____ Item (Planning/Project Formulation) _____

ADMINISTRATION:	\$ 15,000	1: Const.	\$ 2,277,000	4:	\$
ENGINEERING:	\$ 155,000	2: Equipment	\$ 600,000	5:	\$
INSPECTION:	\$ 220,000	3:	\$	TOTAL:	\$ 3,267,000

ADO USE:

PREAPP GRANT NPIAS WORK FAA
NO: NO: CODE: CODE: PRIOR: FED \$



ASSURANCES

Airport Sponsors

A. General.

1. These assurances shall be complied with in the performance of grant agreements for airport development, airport planning, and noise compatibility program grants for airport sponsors.
2. These assurances are required to be submitted as part of the project application by sponsors requesting funds under the provisions of Title 49, U.S.C., subtitle VII, as amended. As used herein, the term "public agency sponsor" means a public agency with control of a public-use airport; the term "private sponsor" means a private owner of a public-use airport; and the term "sponsor" includes both public agency sponsors and private sponsors.
3. Upon acceptance of this grant offer by the sponsor, these assurances are incorporated in and become part of this grant agreement.

B. Duration and Applicability.

1. **Airport development or Noise Compatibility Program Projects Undertaken by a Public Agency Sponsor.**

The terms, conditions and assurances of this grant agreement shall remain in full force and effect throughout the useful life of the facilities developed or equipment acquired for an airport development or noise compatibility program project, or throughout the useful life of the project items installed within a facility under a noise compatibility program project, but in any event not to exceed twenty (20) years from the date of acceptance of a grant offer of Federal funds for the project. However, there shall be no limit on the duration of the assurances regarding Exclusive Rights and Airport Revenue so long as the airport is used as an airport. There shall be no limit on the duration of the terms, conditions, and assurances with respect to real property acquired with federal funds. Furthermore, the duration of the Civil Rights assurance shall be specified in the assurances.

2. **Airport Development or Noise Compatibility Projects Undertaken by a Private Sponsor.**

The preceding paragraph 1 also applies to a private sponsor except that the useful life of project items installed within a facility or the useful life of the facilities developed or equipment acquired under an airport development or noise compatibility program project shall be no less than ten (10) years from the date of acceptance of Federal aid for the project.

3. Airport Planning Undertaken by a Sponsor.

Unless otherwise specified in this grant agreement, only Assurances 1, 2, 3, 5, 6, 13, 18, 25, 30, 32, 33, and 34 in Section C apply to planning projects. The terms, conditions, and assurances of this grant agreement shall remain in full force and effect during the life of the project; there shall be no limit on the duration of the assurances regarding Airport Revenue so long as the airport is used as an airport.

C. Sponsor Certification.

The sponsor hereby assures and certifies, with respect to this grant that:

1. General Federal Requirements.

It will comply with all applicable Federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance and use of Federal funds for this project including but not limited to the following:

Federal Legislation

- a. Title 49, U.S.C., subtitle VII, as amended.
- b. Davis-Bacon Act - 40 U.S.C. 276(a), et seq.¹
- c. Federal Fair Labor Standards Act - 29 U.S.C. 201, et seq.
- d. Hatch Act – 5 U.S.C. 1501, et seq.²
- e. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 Title 42 U.S.C. 4601, et seq.^{1 2}
- f. National Historic Preservation Act of 1966 - Section 106 - 16 U.S.C. 470(f).¹
- g. Archeological and Historic Preservation Act of 1974 - 16 U.S.C. 469 through 469c.¹
- h. Native Americans Grave Repatriation Act - 25 U.S.C. Section 3001, et seq.
- i. Clean Air Act, P.L. 90-148, as amended.
- j. Coastal Zone Management Act, P.L. 93-205, as amended.
- k. Flood Disaster Protection Act of 1973 - Section 102(a) - 42 U.S.C. 4012a.¹
- l. Title 49, U.S.C., Section 303, (formerly known as Section 4(f))
- m. Rehabilitation Act of 1973 - 29 U.S.C. 794.
- n. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin);
- o. Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 et seq.), prohibits discrimination on the basis of disability).
- p. Age Discrimination Act of 1975 - 42 U.S.C. 6101, et seq.
- q. American Indian Religious Freedom Act, P.L. 95-341, as amended.
- r. Architectural Barriers Act of 1968 -42 U.S.C. 4151, et seq.¹
- s. Power plant and Industrial Fuel Use Act of 1978 - Section 403- 2 U.S.C. 8373.¹
- t. Contract Work Hours and Safety Standards Act - 40 U.S.C. 327, et seq.¹
- u. Copeland Anti-kickback Act - 18 U.S.C. 874.¹
- v. National Environmental Policy Act of 1969 - 42 U.S.C. 4321, et seq.¹
- w. Wild and Scenic Rivers Act, P.L. 90-542, as amended.
- x. Single Audit Act of 1984 - 31 U.S.C. 7501, et seq.²
- y. Drug-Free Workplace Act of 1988 - 41 U.S.C. 702 through 706.

- z. The Federal Funding Accountability and Transparency Act of 2006, as amended (Pub. L. 109-282, as amended by section 6202 of Pub. L. 110-252).

Executive Orders

- a. Executive Order 11246 - Equal Employment Opportunity¹
- b. Executive Order 11990 - Protection of Wetlands
- c. Executive Order 11998 – Flood Plain Management
- d. Executive Order 12372 - Intergovernmental Review of Federal Programs
- e. Executive Order 12699 - Seismic Safety of Federal and Federally Assisted New Building Construction¹
- f. Executive Order 12898 - Environmental Justice

Federal Regulations

- a. 2 CFR Part 180 - OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement).
- b. 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards. [OMB Circular A-87 Cost Principles Applicable to Grants and Contracts with State and Local Governments, and OMB Circular A-133 - Audits of States, Local Governments, and Non-Profit Organizations].^{4, 5, 6}
- c. 2 CFR Part 1200 – Nonprocurement Suspension and Debarment
- d. 14 CFR Part 13 - Investigative and Enforcement Procedures 14 CFR Part 16 - Rules of Practice For Federally Assisted Airport Enforcement Proceedings.
- e. 14 CFR Part 150 - Airport noise compatibility planning.
- f. 28 CFR Part 35- Discrimination on the Basis of Disability in State and Local Government Services.
- g. 28 CFR § 50.3 - U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964.
- h. 29 CFR Part 1 - Procedures for predetermination of wage rates.¹
- i. 29 CFR Part 3 - Contractors and subcontractors on public building or public work financed in whole or part by loans or grants from the United States.¹
- j. 29 CFR Part 5 - Labor standards provisions applicable to contracts covering federally financed and assisted construction (also labor standards provisions applicable to non-construction contracts subject to the Contract Work Hours and Safety Standards Act).¹
- k. 41 CFR Part 60 - Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor (Federal and federally assisted contracting requirements).¹
- l. 49 CFR Part 18 - Uniform administrative requirements for grants and cooperative agreements to state and local governments.³
- m. 49 CFR Part 20 - New restrictions on lobbying.
- n. 49 CFR Part 21 – Nondiscrimination in federally-assisted programs of the Department of Transportation - effectuation of Title VI of the Civil Rights Act of 1964.
- o. 49 CFR Part 23 - Participation by Disadvantage Business Enterprise in Airport Concessions.

- p. 49 CFR Part 24 – Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs.^{1 2}
- q. 49 CFR Part 26 – Participation by Disadvantaged Business Enterprises in Department of Transportation Programs.
- r. 49 CFR Part 27 – Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefiting from Federal Financial Assistance.¹
- s. 49 CFR Part 28 – Enforcement of Nondiscrimination on the Basis of Handicap in Programs or Activities conducted by the Department of Transportation.
- t. 49 CFR Part 30 - Denial of public works contracts to suppliers of goods and services of countries that deny procurement market access to U.S. contractors.
- u. 49 CFR Part 32 – Governmentwide Requirements for Drug-Free Workplace (Financial Assistance)
- v. 49 CFR Part 37 – Transportation Services for Individuals with Disabilities (ADA).
- w. 49 CFR Part 41 - Seismic safety of Federal and federally assisted or regulated new building construction.

Specific Assurances

Specific assurances required to be included in grant agreements by any of the above laws, regulations or circulars are incorporated by reference in this grant agreement.

Footnotes to Assurance C.1.

¹ These laws do not apply to airport planning sponsors.

² These laws do not apply to private sponsors.

³ 49 CFR Part 18 and 2 CFR Part 200 contain requirements for State and Local Governments receiving Federal assistance. Any requirement levied upon State and Local Governments by this regulation and circular shall also be applicable to private sponsors receiving Federal assistance under Title 49, United States Code.

⁴ On December 26, 2013 at 78 FR 78590, the Office of Management and Budget (OMB) issued the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards in 2 CFR Part 200. 2 CFR Part 200 replaces and combines the former Uniform Administrative Requirements for Grants (OMB Circular A-102 and Circular A-110 or 2 CFR Part 215 or Circular) as well as the Cost Principles (Circulars A-21 or 2 CFR part 220; Circular A-87 or 2 CFR part 225; and A-122, 2 CFR part 230). Additionally it replaces Circular A-133 guidance on the Single Annual Audit. In accordance with 2 CFR section 200.110, the standards set forth in Part 200 which affect administration of Federal awards issued by Federal agencies become effective once implemented by Federal agencies or when any future amendment to this Part becomes final. Federal agencies, including the Department of Transportation, must implement the policies and procedures applicable to Federal awards by promulgating a regulation to be effective by December 26, 2014 unless different provisions are required by statute or approved by OMB.

⁵ Cost principles established in 2 CFR part 200 subpart E must be used as guidelines for determining the eligibility of specific types of expenses.

⁶ Audit requirements established in 2 CFR part 200 subpart F are the guidelines for audits.

2. Responsibility and Authority of the Sponsor.

a. Public Agency Sponsor:

It has legal authority to apply for this grant, and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

b. Private Sponsor:

It has legal authority to apply for this grant and to finance and carry out the proposed project and comply with all terms, conditions, and assurances of this grant agreement. It shall designate an official representative and shall in writing direct and authorize that person to file this application, including all understandings and assurances contained therein; to act in connection with this application; and to provide such additional information as may be required.

3. Sponsor Fund Availability.

It has sufficient funds available for that portion of the project costs which are not to be paid by the United States. It has sufficient funds available to assure operation and maintenance of items funded under this grant agreement which it will own or control.

4. Good Title.

- a. It, a public agency or the Federal government, holds good title, satisfactory to the Secretary, to the landing area of the airport or site thereof, or will give assurance satisfactory to the Secretary that good title will be acquired.
- b. For noise compatibility program projects to be carried out on the property of the sponsor, it holds good title satisfactory to the Secretary to that portion of the property upon which Federal funds will be expended or will give assurance to the Secretary that good title will be obtained.

5. Preserving Rights and Powers.

- a. It will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in this grant agreement without the written approval of the Secretary, and will act promptly to acquire, extinguish or modify any outstanding rights or claims of right of others which would interfere with such performance by the sponsor. This shall be done in a manner acceptable to the Secretary.

- b. It will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in the property shown on Exhibit A to this application or, for a noise compatibility program project, that portion of the property upon which Federal funds have been expended, for the duration of the terms, conditions, and assurances in this grant agreement without approval by the Secretary. If the transferee is found by the Secretary to be eligible under Title 49, United States Code, to assume the obligations of this grant agreement and to have the power, authority, and financial resources to carry out all such obligations, the sponsor shall insert in the contract or document transferring or disposing of the sponsor's interest, and make binding upon the transferee all of the terms, conditions, and assurances contained in this grant agreement.
- c. For all noise compatibility program projects which are to be carried out by another unit of local government or are on property owned by a unit of local government other than the sponsor, it will enter into an agreement with that government. Except as otherwise specified by the Secretary, that agreement shall obligate that government to the same terms, conditions, and assurances that would be applicable to it if it applied directly to the FAA for a grant to undertake the noise compatibility program project. That agreement and changes thereto must be satisfactory to the Secretary. It will take steps to enforce this agreement against the local government if there is substantial non-compliance with the terms of the agreement.
- d. For noise compatibility program projects to be carried out on privately owned property, it will enter into an agreement with the owner of that property which includes provisions specified by the Secretary. It will take steps to enforce this agreement against the property owner whenever there is substantial non-compliance with the terms of the agreement.
- e. If the sponsor is a private sponsor, it will take steps satisfactory to the Secretary to ensure that the airport will continue to function as a public-use airport in accordance with these assurances for the duration of these assurances.
- f. If an arrangement is made for management and operation of the airport by any agency or person other than the sponsor or an employee of the sponsor, the sponsor will reserve sufficient rights and authority to insure that the airport will be operated and maintained in accordance Title 49, United States Code, the regulations and the terms, conditions and assurances in this grant agreement and shall insure that such arrangement also requires compliance therewith.
- g. Sponsors of commercial service airports will not permit or enter into any arrangement that results in permission for the owner or tenant of a property used as a residence, or zoned for residential use, to taxi an aircraft between that property and any location on airport. Sponsors of general aviation airports entering into any arrangement that results in permission for the owner of residential real property adjacent to or near the airport must comply with the requirements of Sec. 136 of Public Law 112-95 and the sponsor assurances.

6. Consistency with Local Plans.

The project is reasonably consistent with plans (existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

7. Consideration of Local Interest.

It has given fair consideration to the interest of communities in or near where the project may be located.

8. Consultation with Users.

In making a decision to undertake any airport development project under Title 49, United States Code, it has undertaken reasonable consultations with affected parties using the airport at which project is proposed.

9. Public Hearings.

In projects involving the location of an airport, an airport runway, or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

10. Metropolitan Planning Organization.

In projects involving the location of an airport, an airport runway, or a major runway extension at a medium or large hub airport, the sponsor has made available to and has provided upon request to the metropolitan planning organization in the area in which the airport is located, if any, a copy of the proposed amendment to the airport layout plan to depict the project and a copy of any airport master plan in which the project is described or depicted.

11. Pavement Preventive Maintenance.

With respect to a project approved after January 1, 1995, for the replacement or reconstruction of pavement at the airport, it assures or certifies that it has implemented an effective airport pavement maintenance-management program and it assures that it will use such program for the useful life of any pavement constructed, reconstructed or repaired with Federal financial assistance at the airport. It will provide such reports on pavement condition and pavement management programs as the Secretary determines may be useful.

12. Terminal Development Prerequisites.

For projects which include terminal development at a public use airport, as defined in Title 49, it has, on the date of submittal of the project grant application, all the safety equipment required for certification of such airport under section 44706 of Title 49, United States Code, and all the security equipment required by rule or regulation, and

has provided for access to the passenger enplaning and deplaning area of such airport to passengers enplaning and deplaning from aircraft other than air carrier aircraft.

13. Accounting System, Audit, and Record Keeping Requirements.

- a. It shall keep all project accounts and records which fully disclose the amount and disposition by the recipient of the proceeds of this grant, the total cost of the project in connection with which this grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to the project. The accounts and records shall be kept in accordance with an accounting system that will facilitate an effective audit in accordance with the Single Audit Act of 1984.
- b. It shall make available to the Secretary and the Comptroller General of the United States, or any of their duly authorized representatives, for the purpose of audit and examination, any books, documents, papers, and records of the recipient that are pertinent to this grant. The Secretary may require that an appropriate audit be conducted by a recipient. In any case in which an independent audit is made of the accounts of a sponsor relating to the disposition of the proceeds of a grant or relating to the project in connection with which this grant was given or used, it shall file a certified copy of such audit with the Comptroller General of the United States not later than six (6) months following the close of the fiscal year for which the audit was made.

14. Minimum Wage Rates.

It shall include, in all contracts in excess of \$2,000 for work on any projects funded under this grant agreement which involve labor, provisions establishing minimum rates of wages, to be predetermined by the Secretary of Labor, in accordance with the Davis-Bacon Act, as amended (40 U.S.C. 276a-276a-5), which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work.

15. Veteran's Preference.

It shall include in all contracts for work on any project funded under this grant agreement which involve labor, such provisions as are necessary to insure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to Vietnam era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns owned and controlled by disabled veterans as defined in Section 47112 of Title 49, United States Code. However, this preference shall apply only where the individuals are available and qualified to perform the work to which the employment relates.

16. Conformity to Plans and Specifications.

It will execute the project subject to plans, specifications, and schedules approved by the Secretary. Such plans, specifications, and schedules shall be submitted to the Secretary prior to commencement of site preparation, construction, or other performance under this grant agreement, and, upon approval of the Secretary, shall be incorporated into this grant agreement. Any modification to the approved plans,

specifications, and schedules shall also be subject to approval of the Secretary, and incorporated into this grant agreement.

17. Construction Inspection and Approval.

It will provide and maintain competent technical supervision at the construction site throughout the project to assure that the work conforms to the plans, specifications, and schedules approved by the Secretary for the project. It shall subject the construction work on any project contained in an approved project application to inspection and approval by the Secretary and such work shall be in accordance with regulations and procedures prescribed by the Secretary. Such regulations and procedures shall require such cost and progress reporting by the sponsor or sponsors of such project as the Secretary shall deem necessary.

18. Planning Projects.

In carrying out planning projects:

- a. It will execute the project in accordance with the approved program narrative contained in the project application or with the modifications similarly approved.
- b. It will furnish the Secretary with such periodic reports as required pertaining to the planning project and planning work activities.
- c. It will include in all published material prepared in connection with the planning project a notice that the material was prepared under a grant provided by the United States.
- d. It will make such material available for examination by the public, and agrees that no material prepared with funds under this project shall be subject to copyright in the United States or any other country.
- e. It will give the Secretary unrestricted authority to publish, disclose, distribute, and otherwise use any of the material prepared in connection with this grant.
- f. It will grant the Secretary the right to disapprove the sponsor's employment of specific consultants and their subcontractors to do all or any part of this project as well as the right to disapprove the proposed scope and cost of professional services.
- g. It will grant the Secretary the right to disapprove the use of the sponsor's employees to do all or any part of the project.
- h. It understands and agrees that the Secretary's approval of this project grant or the Secretary's approval of any planning material developed as part of this grant does not constitute or imply any assurance or commitment on the part of the Secretary to approve any pending or future application for a Federal airport grant.

19. Operation and Maintenance.

- a. The airport and all facilities which are necessary to serve the aeronautical users of the airport, other than facilities owned or controlled by the United States, shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal,

state and local agencies for maintenance and operation. It will not cause or permit any activity or action thereon which would interfere with its use for airport purposes. It will suitably operate and maintain the airport and all facilities thereon or connected therewith, with due regard to climatic and flood conditions. Any proposal to temporarily close the airport for non-aeronautical purposes must first be approved by the Secretary. In furtherance of this assurance, the sponsor will have in effect arrangements for-

- 1) Operating the airport's aeronautical facilities whenever required;
 - 2) Promptly marking and lighting hazards resulting from airport conditions, including temporary conditions; and
 - 3) Promptly notifying airmen of any condition affecting aeronautical use of the airport. Nothing contained herein shall be construed to require that the airport be operated for aeronautical use during temporary periods when snow, flood or other climatic conditions interfere with such operation and maintenance. Further, nothing herein shall be construed as requiring the maintenance, repair, restoration, or replacement of any structure or facility which is substantially damaged or destroyed due to an act of God or other condition or circumstance beyond the control of the sponsor.
- b. It will suitably operate and maintain noise compatibility program items that it owns or controls upon which Federal funds have been expended.

20. Hazard Removal and Mitigation.

It will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.

21. Compatible Land Use.

It will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility program measures upon which Federal funds have been expended.

22. Economic Nondiscrimination.

- a. It will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport.
- b. In any agreement, contract, lease, or other arrangement under which a right or privilege at the airport is granted to any person, firm, or corporation to conduct or

to engage in any aeronautical activity for furnishing services to the public at the airport, the sponsor will insert and enforce provisions requiring the contractor to-

- 1) furnish said services on a reasonable, and not unjustly discriminatory, basis to all users thereof, and
 - 2) charge reasonable, and not unjustly discriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers.
- c. Each fixed-based operator at the airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities.
 - d. Each air carrier using such airport shall have the right to service itself or to use any fixed-based operator that is authorized or permitted by the airport to serve any air carrier at such airport.
 - e. Each air carrier using such airport (whether as a tenant, non-tenant, or subtenant of another air carrier tenant) shall be subject to such nondiscriminatory and substantially comparable rules, regulations, conditions, rates, fees, rentals, and other charges with respect to facilities directly and substantially related to providing air transportation as are applicable to all such air carriers which make similar use of such airport and utilize similar facilities, subject to reasonable classifications such as tenants or non-tenants and signatory carriers and non-signatory carriers. Classification or status as tenant or signatory shall not be unreasonably withheld by any airport provided an air carrier assumes obligations substantially similar to those already imposed on air carriers in such classification or status.
 - f. It will not exercise or grant any right or privilege which operates to prevent any person, firm, or corporation operating aircraft on the airport from performing any services on its own aircraft with its own employees [including, but not limited to maintenance, repair, and fueling] that it may choose to perform.
 - g. In the event the sponsor itself exercises any of the rights and privileges referred to in this assurance, the services involved will be provided on the same conditions as would apply to the furnishing of such services by commercial aeronautical service providers authorized by the sponsor under these provisions.
 - h. The sponsor may establish such reasonable, and not unjustly discriminatory, conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport.
 - i. The sponsor may prohibit or limit any given type, kind or class of aeronautical use of the airport if such action is necessary for the safe operation of the airport or necessary to serve the civil aviation needs of the public.

23. Exclusive Rights.

It will permit no exclusive right for the use of the airport by any person providing, or intending to provide, aeronautical services to the public. For purposes of this paragraph, the providing of the services at an airport by a single fixed-based operator shall not be construed as an exclusive right if both of the following apply:

- a. It would be unreasonably costly, burdensome, or impractical for more than one fixed-based operator to provide such services, and
- b. If allowing more than one fixed-based operator to provide such services would require the reduction of space leased pursuant to an existing agreement between such single fixed-based operator and such airport. It further agrees that it will not, either directly or indirectly, grant or permit any person, firm, or corporation, the exclusive right at the airport to conduct any aeronautical activities, including, but not limited to charter flights, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, air carrier operations, aircraft sales and services, sale of aviation petroleum products whether or not conducted in conjunction with other aeronautical activity, repair and maintenance of aircraft, sale of aircraft parts, and any other activities which because of their direct relationship to the operation of aircraft can be regarded as an aeronautical activity, and that it will terminate any exclusive right to conduct an aeronautical activity now existing at such an airport before the grant of any assistance under Title 49, United States Code.

24. Fee and Rental Structure.

It will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection. No part of the Federal share of an airport development, airport planning or noise compatibility project for which a grant is made under Title 49, United States Code, the Airport and Airway Improvement Act of 1982, the Federal Airport Act or the Airport and Airway Development Act of 1970 shall be included in the rate basis in establishing fees, rates, and charges for users of that airport.

25. Airport Revenues.

- a. All revenues generated by the airport and any local taxes on aviation fuel established after December 30, 1987, will be expended by it for the capital or operating costs of the airport; the local airport system; or other local facilities which are owned or operated by the owner or operator of the airport and which are directly and substantially related to the actual air transportation of passengers or property; or for noise mitigation purposes on or off the airport. The following exceptions apply to this paragraph:
 - 1) If covenants or assurances in debt obligations issued before September 3, 1982, by the owner or operator of the airport, or provisions enacted before September 3, 1982, in governing statutes controlling the owner or operator's financing, provide for the use of the revenues from any of the airport owner or

operator's facilities, including the airport, to support not only the airport but also the airport owner or operator's general debt obligations or other facilities, then this limitation on the use of all revenues generated by the airport (and, in the case of a public airport, local taxes on aviation fuel) shall not apply.

- 2) If the Secretary approves the sale of a privately owned airport to a public sponsor and provides funding for any portion of the public sponsor's acquisition of land, this limitation on the use of all revenues generated by the sale shall not apply to certain proceeds from the sale. This is conditioned on repayment to the Secretary by the private owner of an amount equal to the remaining unamortized portion (amortized over a 20-year period) of any airport improvement grant made to the private owner for any purpose other than land acquisition on or after October 1, 1996, plus an amount equal to the federal share of the current fair market value of any land acquired with an airport improvement grant made to that airport on or after October 1, 1996.
 - 3) Certain revenue derived from or generated by mineral extraction, production, lease, or other means at a general aviation airport (as defined at Section 47102 of title 49 United States Code), if the FAA determines the airport sponsor meets the requirements set forth in Sec. 813 of Public Law 112-95.
- b. As part of the annual audit required under the Single Audit Act of 1984, the sponsor will direct that the audit will review, and the resulting audit report will provide an opinion concerning, the use of airport revenue and taxes in paragraph (a), and indicating whether funds paid or transferred to the owner or operator are paid or transferred in a manner consistent with Title 49, United States Code and any other applicable provision of law, including any regulation promulgated by the Secretary or Administrator.
 - c. Any civil penalties or other sanctions will be imposed for violation of this assurance in accordance with the provisions of Section 47107 of Title 49, United States Code.

26. Reports and Inspections.

It will:

- a. submit to the Secretary such annual or special financial and operations reports as the Secretary may reasonably request and make such reports available to the public; make available to the public at reasonable times and places a report of the airport budget in a format prescribed by the Secretary;
- b. for airport development projects, make the airport and all airport records and documents affecting the airport, including deeds, leases, operation and use agreements, regulations and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request;
- c. for noise compatibility program projects, make records and documents relating to the project and continued compliance with the terms, conditions, and assurances of this grant agreement including deeds, leases, agreements, regulations, and other instruments, available for inspection by any duly authorized agent of the Secretary upon reasonable request; and

- d. in a format and time prescribed by the Secretary, provide to the Secretary and make available to the public following each of its fiscal years, an annual report listing in detail:
 - 1) all amounts paid by the airport to any other unit of government and the purposes for which each such payment was made; and
 - 2) all services and property provided by the airport to other units of government and the amount of compensation received for provision of each such service and property.

27. Use by Government Aircraft.

It will make available all of the facilities of the airport developed with Federal financial assistance and all those usable for landing and takeoff of aircraft to the United States for use by Government aircraft in common with other aircraft at all times without charge, except, if the use by Government aircraft is substantial, charge may be made for a reasonable share, proportional to such use, for the cost of operating and maintaining the facilities used. Unless otherwise determined by the Secretary, or otherwise agreed to by the sponsor and the using agency, substantial use of an airport by Government aircraft will be considered to exist when operations of such aircraft are in excess of those which, in the opinion of the Secretary, would unduly interfere with use of the landing areas by other authorized aircraft, or during any calendar month that –

- a. Five (5) or more Government aircraft are regularly based at the airport or on land adjacent thereto; or
- b. The total number of movements (counting each landing as a movement) of Government aircraft is 300 or more, or the gross accumulative weight of Government aircraft using the airport (the total movement of Government aircraft multiplied by gross weights of such aircraft) is in excess of five million pounds.

28. Land for Federal Facilities.

It will furnish without cost to the Federal Government for use in connection with any air traffic control or air navigation activities, or weather-reporting and communication activities related to air traffic control, any areas of land or water, or estate therein, or rights in buildings of the sponsor as the Secretary considers necessary or desirable for construction, operation, and maintenance at Federal expense of space or facilities for such purposes. Such areas or any portion thereof will be made available as provided herein within four months after receipt of a written request from the Secretary.

29. Airport Layout Plan.

- a. It will keep up to date at all times an airport layout plan of the airport showing
 - 1) boundaries of the airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto;
 - 2) the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and

roads), including all proposed extensions and reductions of existing airport facilities;

- 3) the location of all existing and proposed nonaviation areas and of all existing improvements thereon; and
 - 4) all proposed and existing access points used to taxi aircraft across the airport's property boundary. Such airport layout plans and each amendment, revision, or modification thereof, shall be subject to the approval of the Secretary which approval shall be evidenced by the signature of a duly authorized representative of the Secretary on the face of the airport layout plan. The sponsor will not make or permit any changes or alterations in the airport or any of its facilities which are not in conformity with the airport layout plan as approved by the Secretary and which might, in the opinion of the Secretary, adversely affect the safety, utility or efficiency of the airport.
- b. If a change or alteration in the airport or the facilities is made which the Secretary determines adversely affects the safety, utility, or efficiency of any federally owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the Secretary, the owner or operator will, if requested, by the Secretary (1) eliminate such adverse effect in a manner approved by the Secretary; or (2) bear all costs of relocating such property (or replacement thereof) to a site acceptable to the Secretary and all costs of restoring such property (or replacement thereof) to the level of safety, utility, efficiency, and cost of operation existing before the unapproved change in the airport or its facilities except in the case of a relocation or replacement of an existing airport facility due to a change in the Secretary's design standards beyond the control of the airport sponsor.

30. Civil Rights.

It will promptly take any measures necessary to ensure that no person in the United States shall, on the grounds of race, creed, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in any activity conducted with, or benefiting from, funds received from this grant.

- a. Using the definitions of activity, facility and program as found and defined in §§ 21.23 (b) and 21.23 (e) of 49 CFR § 21, the sponsor will facilitate all programs, operate all facilities, or conduct all programs in compliance with all non-discrimination requirements imposed by, or pursuant to these assurances.
- b. Applicability
 - 1) Programs and Activities. If the sponsor has received a grant (or other federal assistance) for any of the sponsor's program or activities, these requirements extend to all of the sponsor's programs and activities.
 - 2) Facilities. Where it receives a grant or other federal financial assistance to construct, expand, renovate, remodel, alter or acquire a facility, or part of a facility, the assurance extends to the entire facility and facilities operated in connection therewith.

- 3) Real Property. Where the sponsor receives a grant or other Federal financial assistance in the form of, or for the acquisition of real property or an interest in real property, the assurance will extend to rights to space on, over, or under such property.

c. Duration.

The sponsor agrees that it is obligated to this assurance for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the assurance obligates the sponsor, or any transferee for the longer of the following periods:

- 1) So long as the airport is used as an airport, or for another purpose involving the provision of similar services or benefits; or
- 2) So long as the sponsor retains ownership or possession of the property.

d. Required Solicitation Language. It will include the following notification in all solicitations for bids, Requests For Proposals for work, or material under this grant agreement and in all proposals for agreements, including airport concessions, regardless of funding source:

“The **(Name of Sponsor)**, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises and airport concession disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”

e. Required Contract Provisions.

- 1) It will insert the non-discrimination contract clauses requiring compliance with the acts and regulations relative to non-discrimination in Federally-assisted programs of the DOT, and incorporating the acts and regulations into the contracts by reference in every contract or agreement subject to the non-discrimination in Federally-assisted programs of the DOT acts and regulations.
- 2) It will include a list of the pertinent non-discrimination authorities in every contract that is subject to the non-discrimination acts and regulations.
- 3) It will insert non-discrimination contract clauses as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a sponsor.
- 4) It will insert non-discrimination contract clauses prohibiting discrimination on the basis of race, color, national origin, creed, sex, age, or handicap as a

covenant running with the land, in any future deeds, leases, license, permits, or similar instruments entered into by the sponsor with other parties:

- a) For the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b) For the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
- f. It will provide for such methods of administration for the program as are found by the Secretary to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the acts, the regulations, and this assurance.
- g. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the acts, the regulations, and this assurance.

31. Disposal of Land.

- a. For land purchased under a grant for airport noise compatibility purposes, including land serving as a noise buffer, it will dispose of the land, when the land is no longer needed for such purposes, at fair market value, at the earliest practicable time. That portion of the proceeds of such disposition which is proportionate to the United States' share of acquisition of such land will be, at the discretion of the Secretary, (1) reinvested in another project at the airport, or (2) transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order, (1) reinvestment in an approved noise compatibility project, (2) reinvestment in an approved project that is eligible for grant funding under Section 47117(e) of title 49 United States Code, (3) reinvestment in an approved airport development project that is eligible for grant funding under Sections 47114, 47115, or 47117 of title 49 United States Code, (4) transferred to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport, and (5) paid to the Secretary for deposit in the Airport and Airway Trust Fund. If land acquired under a grant for noise compatibility purposes is leased at fair market value and consistent with noise buffering purposes, the lease will not be considered a disposal of the land. Revenues derived from such a lease may be used for an approved airport development project that would otherwise be eligible for grant funding or any permitted use of airport revenue.
- b. For land purchased under a grant for airport development purposes (other than noise compatibility), it will, when the land is no longer needed for airport purposes, dispose of such land at fair market value or make available to the Secretary an amount equal to the United States' proportionate share of the fair market value of the land. That portion of the proceeds of such disposition which is proportionate to the United States' share of the cost of acquisition of such land will, (1) upon application to the Secretary, be reinvested or transferred to another

eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order: (1) reinvestment in an approved noise compatibility project, (2) reinvestment in an approved project that is eligible for grant funding under Section 47117(e) of title 49 United States Code, (3) reinvestment in an approved airport development project that is eligible for grant funding under Sections 47114, 47115, or 47117 of title 49 United States Code, (4) transferred to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport, and (5) paid to the Secretary for deposit in the Airport and Airway Trust Fund.

- c. Land shall be considered to be needed for airport purposes under this assurance if (1) it may be needed for aeronautical purposes (including runway protection zones) or serve as noise buffer land, and (2) the revenue from interim uses of such land contributes to the financial self-sufficiency of the airport. Further, land purchased with a grant received by an airport operator or owner before December 31, 1987, will be considered to be needed for airport purposes if the Secretary or Federal agency making such grant before December 31, 1987, was notified by the operator or owner of the uses of such land, did not object to such use, and the land continues to be used for that purpose, such use having commenced no later than December 15, 1989.
- d. Disposition of such land under (a) (b) or (c) will be subject to the retention or reservation of any interest or right therein necessary to ensure that such land will only be used for purposes which are compatible with noise levels associated with operation of the airport.

32. Engineering and Design Services.

It will award each contract, or sub-contract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping or related services with respect to the project in the same manner as a contract for architectural and engineering services is negotiated under Title IX of the Federal Property and Administrative Services Act of 1949 or an equivalent qualifications-based requirement prescribed for or by the sponsor of the airport.

33. Foreign Market Restrictions.

It will not allow funds provided under this grant to be used to fund any project which uses any product or service of a foreign country during the period in which such foreign country is listed by the United States Trade Representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction.

34. Policies, Standards, and Specifications.

It will carry out the project in accordance with policies, standards, and specifications approved by the Secretary including but not limited to the advisory circulars listed in the Current FAA Advisory Circulars for AIP projects, dated _____ (the latest approved version as of this grant offer) and included in this grant, and in accordance

with applicable state policies, standards, and specifications approved by the Secretary.

35. Relocation and Real Property Acquisition.

- a. It will be guided in acquiring real property, to the greatest extent practicable under State law, by the land acquisition policies in Subpart B of 49 CFR Part 24 and will pay or reimburse property owners for necessary expenses as specified in Subpart B.
- b. It will provide a relocation assistance program offering the services described in Subpart C and fair and reasonable relocation payments and assistance to displaced persons as required in Subpart D and E of 49 CFR Part 24.
- c. It will make available within a reasonable period of time prior to displacement, comparable replacement dwellings to displaced persons in accordance with Subpart E of 49 CFR Part 24.

36. Access By Intercity Buses.

The airport owner or operator will permit, to the maximum extent practicable, intercity buses or other modes of transportation to have access to the airport; however, it has no obligation to fund special facilities for intercity buses or for other modes of transportation.

37. Disadvantaged Business Enterprises.

The sponsor shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any DOT-assisted contract covered by 49 CFR Part 26, or in the award and performance of any concession activity contract covered by 49 CFR Part 23. In addition, the sponsor shall not discriminate on the basis of race, color, national origin or sex in the administration of its DBE and ACDBE programs or the requirements of 49 CFR Parts 23 and 26. The sponsor shall take all necessary and reasonable steps under 49 CFR Parts 23 and 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts, and/or concession contracts. The sponsor's DBE and ACDBE programs, as required by 49 CFR Parts 26 and 23, and as approved by DOT, are incorporated by reference in this agreement. Implementation of these programs is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the sponsor of its failure to carry out its approved program, the Department may impose sanctions as provided for under Parts 26 and 23 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1936 (31 U.S.C. 3801).

38. Hangar Construction.

If the airport owner or operator and a person who owns an aircraft agree that a hangar is to be constructed at the airport for the aircraft at the aircraft owner's expense, the airport owner or operator will grant to the aircraft owner for the hangar a long term lease that is subject to such terms and conditions on the hangar as the airport owner or operator may impose.

39. Competitive Access.

- a. If the airport owner or operator of a medium or large hub airport (as defined in section 47102 of title 49, U.S.C.) has been unable to accommodate one or more requests by an air carrier for access to gates or other facilities at that airport in order to allow the air carrier to provide service to the airport or to expand service at the airport, the airport owner or operator shall transmit a report to the Secretary that-
 - 1) Describes the requests;
 - 2) Provides an explanation as to why the requests could not be accommodated; and
 - 3) Provides a time frame within which, if any, the airport will be able to accommodate the requests.
- b. Such report shall be due on either February 1 or August 1 of each year if the airport has been unable to accommodate the request(s) in the six month period prior to the applicable due date.

STANDARD DOT TITLE VI ASSURANCES

City of Hailey and Blaine County(hereinafter referred to as the Sponsor) hereby agrees that as a condition to receiving Federal financial assistance from the Department of Transportation (DOT), it will comply with Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.) and all requirements imposed by 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation -- Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the "Regulations") to the end that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the applicant receives Federal financial assistance and will immediately take any measures necessary to effectuate this agreement. Without limiting the above general assurance, the Sponsor agrees concerning this grant that:

1. Each "program" and "facility" (as defined in Section 21.23(a) and 21.23(b)) will be conducted or operated in compliance with all requirements of the Regulations.
2. It will insert the clauses of Attachment 1 of this assurance in every contract subject to the Act and the Regulations.
3. Where Federal financial assistance is received to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.
4. Where Federal financial assistance is in the form or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over, or under such property.
5. It will include the appropriate clauses set forth in Attachment 2 of this assurance, as a covenant running with the land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the Sponsor with other parties:
 - (a) for the subsequent transfer of real property acquired or improved with Federal financial assistance under this project; and
 - (b) for the construction or use of or access to space on, over, or under real property acquired or improved with Federal financial assistance under this Project.
6. This assurance obligates the Sponsor for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of personal property or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Sponsor or any transferee for the longer of the following periods:
 - (a) the period during which the property is used for a purpose for which Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - (b) the period during which the Sponsor retains ownership or possession of the property.
7. It will provide for such methods of administration for the program as are found by the Secretary of transportation of the official to whom he delegates specific authority to give reasonable guarantees that it, other sponsors, subgrantees, contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the act, the Regulations, and this assurance.

STANDARD DOT TITLE VI ASSURANCES (Continued)

8. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining Federal financial assistance for this Project and is binding on its contractors, the Sponsor, subcontractors, transferees, successors in interest and other participants in the Project. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Sponsor.

DATED _____

City of Hailey and Blaine County
(Sponsor)

(Signature of Authorized Official)

CONTRACTOR CONTRACTUAL REQUIREMENTS

ATTACHMENT 1

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. Compliance with Regulations. The contractor shall comply with the regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. Nondiscrimination. The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. the contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment. In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or lease of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

4. Information and Reports. The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Sponsor or the Federal Aviation Administration (FAA) to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a contract is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the sponsor or the FAA, as appropriate, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance. In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the sponsor shall impose such contract sanctions as it or the FAA may determine to be appropriate, including, but not limited to:

- a. Withholding of payments to the contractor under the contract until the contractor complies, and/or
- b. Cancellation, termination, or suspension of the contract, in whole or in part.

6. Incorporation of Provisions. The contractor shall include the provisions of paragraphs 1 through 5 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the sponsor or the FAA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the Sponsor to enter into such litigation to protect the interests of the sponsor and, in addition, the contractor may request the United States to enter into such litigation to protect the interest of the United States.

CLAUSES FOR DEEDS, LICENSES, LEASES, PERMITS OR SIMILAR INSTRUMENTS

ATTACHMENT 2

The following clauses shall be included in deeds, licenses, leases, permits, or similar instruments entered into by the Sponsor pursuant to the provisions of Assurances 5(a) and 5(b).

1. The (grantee, licensee, permittee, etc., as appropriate) for himself, his heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add "as a covenant running with the land") that in the event facilities are constructed, maintained, or otherwise operated on the said property described in this (deed, license, lease, permit, etc.) for a purpose for which a DOT program or activity is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.
2. The (grantee, licensee, lessee, permittee, etc., as appropriate) for himself, his heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add "as a covenant running with the land") that: (1) no person on the grounds of race, color, or national origin shall be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land and the furnishing of services thereon, no person on the grounds of race, color, or national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, permittee, etc.) shall use the premises in compliance with all other requirements imposed by or pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.

**REQUIRED STATEMENTS
AIRPORT IMPROVEMENT PROGRAM PROJECTS**

AIRPORT: Friedman Memorial Airport

LOCATION: Hailey, Idaho

AIP PROJECT NO.: 3-16-0016-042-2017

STATEMENTS APPLICABLE TO THIS PROJECT A, B, C and D

- ☒ a. **INTEREST OF NEIGHBORING COMMUNITIES:** In formulating this project, consideration has been given to the interest of communities that are near (Exact name of airport) Friedman Memorial Airport.
- ☒ b. **THE DEVELOPMENT PROPOSED IN THIS PROJECT** will not require the use of publicly owned land from a public park, recreation area, wildlife and fowl refuge, or a historical site under Federal, State, or Local jurisdiction.
- ☒ c. **FBO COORDINATION:** The airport development proposed in this project has been coordinated with the Fixed Base Operator(s) utilizing (Exact name of airport) Friedman Memorial Airport, and they have been informed regarding the scope and nature of this project.
- ☒ d. **THE PROPOSED PROJECT IS CONSISTENT** with existing approved plans for the area surrounding the airport.

The above statements have been duly considered and are applicable to this project. (Provide comment for any statement not checked).

BY: _____ **DATE:** _____

TITLE: Airport Manager

SPONSORING AGENCY: City of Hailey and Blaine County

NOTE: Where opposition is stated to an airport development project, whether expressly or by proposed revision, the following specific information concerning the opposition to the project must be furnished.

- a. Identification of the Federal, state, or local governmental agency, or the person or persons opposing the project; **N/A**
- b. The nature and basis of opposition; **N/A**
- c. Sponsor's plan to accommodate or otherwise satisfy the opposition; **N/A**
- d. Whether an opportunity for a hearing was afforded, and if a hearing was held, an analysis of the facts developed at the hearing as they relate to the social, economic, and environmental aspects of the proposed project and its consistency with the goals and objectives of such urban planning as has been carried out by the community. **N/A**
- e. If the opponents proposed any alternatives, what these alternatives were and the reason for nonacceptance; **N/A**
- f. Sponsor's plans, if any, to minimize any adverse effects of the project; **N/A**
- g. Benefits to be gained by the proposed development; and **N/A**
- h. Any other pertinent information which would be of assistance in determining whether to proceed with the project. **N/A**

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal Grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form LLL "Disclosure of Lobby Activities", in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Signed _____ Date _____
Sponsor's Authorized Representative

Title Airport Manager



FAA Airports

Current FAA Advisory Circulars Required for Use in AIP Funded and PFC Approved Projects

Updated: 1/24/2017

View the most current versions of these ACs and any associated changes at:
http://www.faa.gov/airports/resources/advisory_circulars and
http://www.faa.gov/regulations_policies/advisory_circulars/

NUMBER	TITLE
70/7460-1L Change 1	Obstruction Marking and Lighting
150/5020-1	Noise Control and Compatibility Planning for Airports
150/5070-6B Changes 1 - 2	Airport Master Plans
150/5070-7 Change 1	The Airport System Planning Process
150/5100-13B	Development of State Standards for Nonprimary Airports
150/5200-28F	Notices to Airmen (NOTAMs) for Airport Operators
150/5200-30D	Airport Field Condition Assessments and Winter Operations Safety
150/5200-31C Changes 1 - 2	Airport Emergency Plan
150/5210-5D	Painting, Marking, and Lighting of Vehicles Used on an Airport
150/5210-7D	Aircraft Rescue and Fire Fighting Communications
150/5210-13C	Airport Water Rescue Plans and Equipment
150/5210-14B	Aircraft Rescue Fire Fighting Equipment, Tools and Clothing
150/5210-15A	Aircraft Rescue and Firefighting Station Building Design

NUMBER	TITLE
150/5210-18A	Systems for Interactive Training of Airport Personnel
150/5210-19A	Driver's Enhanced Vision System (DEVs)
150/5220-10E	Guide Specification for Aircraft Rescue and Fire Fighting (ARFF) Vehicles
150/5220-16D	Automated Weather Observing Systems (AWOS) for Non-Federal Applications
150/5220-17B	Aircraft Rescue and Fire Fighting (ARFF) Training Facilities
150/5220-18A	Buildings for Storage and Maintenance of Airport Snow and Ice Control Equipment and Materials
150/5220-20A	Airport Snow and Ice Control Equipment
150/5220-21C	Aircraft Boarding Equipment
150/5220-22B	Engineered Materials Arresting Systems (EMAS) for Aircraft Overruns
150/5220-23	Frangible Connections
150/5220-24	Foreign Object Debris Detection Equipment
150/5220-25	Airport Avian Radar Systems
150/5220-26, Changes 1 - 2	Airport Ground Vehicle Automatic Dependent Surveillance - Broadcast (ADS-B) Out Squitter Equipment
150/5300-7B	FAA Policy on Facility Relocations Occasioned by Airport Improvements or Changes
150/5300-13A, Change 1	Airport Design
150/5300-14C	Design of Aircraft Deicing Facilities
150/5300-16A	General Guidance and Specifications for Aeronautical Surveys: Establishment of Geodetic Control and Submission to the National Geodetic Survey
150/5300-17C	Standards for Using Remote Sensing Technologies in Airport Surveys
150/5300-18B Change 1	Survey and Data Standards for Submission of Aeronautical Data Using Airports GIS
150/5320-5D	Airport Drainage Design
150/5320-6F	Airport Pavement Design and Evaluation

NUMBER	TITLE
150/5320-12C, Changes 1 - 8	Measurement, Construction, and Maintenance of Skid Resistant Airport Pavement Surfaces
150/5320-15A	Management of Airport Industrial Waste
150/5325-4B	Runway Length Requirements for Airport Design
150/5335-5C	Standardized Method of Reporting Airport Pavement Strength - PCN
150/5340-1L	Standards for Airport Markings
150/5340-5D	Segmented Circle Airport Marker System
150/5340-18F	Standards for Airport Sign Systems
150/5340-26C	Maintenance of Airport Visual Aid Facilities
150/5340-30H	Design and Installation Details for Airport Visual Aids
150/5345-3G	Specification for L-821, Panels for the Control of Airport Lighting
150/5345-5B	Circuit Selector Switch
150/5345-7F	Specification for L-824 Underground Electrical Cable for Airport Lighting Circuits
150/5345-10H	Specification for Constant Current Regulators and Regulator Monitors
150/5345-12F	Specification for Airport and Heliport Beacons
150/5345-13B	Specification for L-841 Auxiliary Relay Cabinet Assembly for Pilot Control of Airport Lighting Circuits
150/5345-26D	FAA Specification For L-823 Plug and Receptacle, Cable Connectors
150/5345-27E	Specification for Wind Cone Assemblies
150/5345-28G	Precision Approach Path Indicator (PAPI) Systems
150/5345-39D	Specification for L-853, Runway and Taxiway Retroreflective Markers
150/5345-42H	Specification for Airport Light Bases, Transformer Housings, Junction Boxes, and Accessories
150/5345-43H	Specification for Obstruction Lighting Equipment
150/5345-44K	Specification for Runway and Taxiway Signs
150/5345-45C	Low-Impact Resistant (LIR) Structures

NUMBER	TITLE
150/5345-46E	Specification for Runway and Taxiway Light Fixtures
150/5345-47C	Specification for Series to Series Isolation Transformers for Airport Lighting Systems
150/5345-49C	Specification L-854, Radio Control Equipment
150/5345-50B	Specification for Portable Runway and Taxiway Lights
150/5345-51B	Specification for Discharge-Type Flashing Light Equipment
150/5345-52A	Generic Visual Glideslope Indicators (GVGI)
150/5345-53D	Airport Lighting Equipment Certification Program
150/5345-54B	Specification for L-884, Power and Control Unit for Land and Hold Short Lighting Systems
150/5345-55A	Specification for L-893, Lighted Visual Aid to Indicate Temporary Runway Closure
150/5345-56B	Specification for L-890 Airport Lighting Control and Monitoring System (ALCMS)
150/5360-12F	Airport Signing and Graphics
150/5360-13 Change 1	Planning and Design Guidelines for Airport Terminal Facilities
150/5360-14	Access to Airports By Individuals With Disabilities
150/5370-2F	Operational Safety on Airports During Construction
150/5370-10G	Standards for Specifying Construction of Airports
150/5370-11B	Use of Nondestructive Testing in the Evaluation of Airport Pavements
150/5370-13A	Off-Peak Construction of Airport Pavements Using Hot-Mix Asphalt
150/5370-15B	Airside Applications for Artificial Turf
150/5370-16	Rapid Construction of Rigid (Portland Cement Concrete) Airfield Pavements
150/5370-17	Airside Use of Heated Pavement Systems
150/5390-2C	Heliport Design
150/5395-1A	Seaplane Bases

THE FOLLOWING ADDITIONAL APPLY TO AIP PROJECTS ONLY

Updated: 1/24/2017

NUMBER	TITLE
150/5100-14E, Change 1	Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects
150/5100-17, Changes 1 - 6	Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects
150/5300-15A	Use of Value Engineering for Engineering and Design of Airport Grant Projects
150/5320-17A	Airfield Pavement Surface Evaluation and Rating Manuals
150/5370-12B	Quality Management for Federally Funded Airport Construction Projects
150/5380-6C	Guidelines and Procedures for Maintenance of Airport Pavements
150/5380-7B	Airport Pavement Management Program
150/5380-9	Guidelines and Procedures for Measuring Airfield Pavement Roughness

TITLE VI PRE-AWARD SPONSOR CHECKLIST

Airport/Sponsor: City of Hailey & Blaine County

AIP #: 3-16-0018-043-2017

Project Description(s): Expand Terminal Aircraft Parking Apron; Rehabilitate Runway; Complete Environmental Assessment; Acquire Snow Removal Equipment

- 1) Please describe any of the following IF they apply to your project: Title VI issues raised at public hearing(s) and the conclusions made; EIS data concerning the race, color, or national origin of the affected community; steps taken or proposed to guard against unnecessary impact on persons on the basis of race, color or national origin.
☒ None
- 2) Please list any airport related Title VI lawsuits or complaints filed in the preceding year against the sponsor. Include a summary of the findings.
☒ None (If "None", continue with questions 3 and 4).
- 3) Please list any current applications for federal funding (other than FAA) of airport related projects which exceed the amount for this grant.
☒ None
- 4) Please list any airport related Title VI compliance review(s) received by the sponsor in the preceding two years. Include who conducted the review and any findings of noncompliance.
☒ None

To be completed by the Civil Rights Staff

Review completed and approved: _____
Signature

Date: _____

This checklist is only required for projects that involve one of the following: Environmental Assessment or Impact Statement (EIS); airport or runway relocation; major runway extension; relocation of any structure of person; or impact to access or preservation of any burial ceremonial or other sacred or historical structures or lands of any indigenous or ethnic population.

Return to: FAA, Civil Rights, Northwest Mountain Region; 1601 Lind Ave. SW; Renton, WA 98057-3356. FAX: (425) 227-1009 Phone (425) 227-2009

Drug-Free Workplace Airport Improvement Program Sponsor Certification

Sponsor: City of Hailey/Blaine County

Airport: Friedman Memorial Airport

Project Number: 3-16-0016-043-2017

Description of Work: Expand Terminal Aircraft Parking Apron; Rehabilitate Runway; Complete Environmental Assessment; Acquire Snow Removal Equipment

Application

49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General requirements on the drug-free workplace within federal grant programs are described in 2 CFR part 182. Sponsors are required to certify they will be, or will continue to provide, a drug-free workplace in accordance with the regulation. The AIP project grant agreement contains specific assurances on the Drug-Free Workplace Act of 1988.

Certification Statements

Except for certification statements below marked as not applicable (N/A), this list includes major requirements of the construction project. Selecting "Yes" represents sponsor acknowledgement and confirmation of the certification statement. The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. A statement has been or will be published prior to commencement of project notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the sponsor's workplace, and specifying the actions to be taken against employees for violation of such prohibition (2 CFR § 182.205).

☒ Yes ☐ No ☐ N/A

2. An ongoing drug-free awareness program (2 CFR § 182.215) has been or will be established prior to commencement of project to inform employees about:

- a. The dangers of drug abuse in the workplace;
- b. The sponsor's policy of maintaining a drug-free workplace;
- c. Any available drug counseling, rehabilitation, and employee assistance programs; and
- d. The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace.

☒ Yes ☐ No ☐ N/A

3. Each employee to be engaged in the performance of the work has been or will be given a copy of the statement required within item 1 above prior to commencement of project (2 CFR § 182.210).

☒ Yes ☐ No ☐ N/A

4. Employees have been or will be notified in the statement required by item 1 above that, as a condition employment under the grant (2 CFR § 182.205(c)), the employee will:

- a. Abide by the terms of the statement; and
- b. Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five calendar days after such conviction.

☒ Yes ☐ No ☐ N/A

5. The Federal Aviation Administration (FAA) will be notified in writing within 10 calendar days after receiving notice under item 4b above from an employee or otherwise receiving actual notice of such conviction (2 CFR § 182.225). Employers of convicted employees must provide notice, including position title of the employee, to the FAA (2 CFR § 182.300).

☒ Yes ☐ No ☐ N/A

6. One of the following actions (2 CFR § 182.225(b)) will be taken within 30 calendar days of receiving a notice under item 4b above with respect to any employee who is so convicted:

- a. Take appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; and
- b. Require such employee to participate satisfactorily in drug abuse assistance or rehabilitation programs approved for such purposes by a federal, state, or local health, law enforcement, or other appropriate agency.

☒ Yes ☐ No ☐ N/A

7. A good faith effort will be made, on a continuous basis, to maintain a drug-free workplace through implementation of items 1 through 6 above (2 CFR § 182.200).

☒ Yes ☐ No ☐ N/A

Site(s) of performance of work (2 CFR § 182.230):

Location 1

Name of Location: Friedman Memorial Airport

Address: 1616 Airport Circle, Hailey, Idaho 83333

Location 2 (if applicable)

Name of Location:

Address:

Location 3 (if applicable)

Name of Location:

Address:

Attach documentation clarifying any above item marked with a "No" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

Executed on this day of , .

Name of Sponsor: City of Hailey/Blaine County

Name of Sponsor's Authorized Official: Chris Pomeroy

Title of Sponsor's Authorized Official: Airport Manager

Signature of Sponsor's Authorized Official: _____

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.



Equipment and Construction Contracts Airport Improvement Sponsor Certification

Sponsor: City of Hailey/Blaine County

Airport: Friedman Memorial Airport

Project Number: 3-16-0016-043-2017

Description of Work: Expand Terminal Aircraft Parking Apron; Rehabilitate Runway; Complete Environmental Assessment; Acquire Snow Removal Equipment

Application

49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General procurement standards for equipment and construction contracts within Federal grant programs are described in 2 CFR §§ 200.317-200.326. Labor and Civil Rights Standards applicable to the AIP are established by the Department of Labor (www.dol.gov) AIP Grant Assurance C.1—General Federal Requirements identifies all applicable Federal Laws, regulations, executive orders, policies, guidelines and requirements for assistance under the AIP. Sponsors may use state and local procedures provided the procurement conforms to these federal standards.

This certification applies to all equipment and construction projects. Equipment projects may or may not employ laborers and mechanics that qualify the project as a “covered contract” under requirements established by the Department of Labor requirements. Sponsor shall provide appropriate responses to the certification statements that reflect the character of the project regardless of whether the contract is for a construction project or an equipment project.

Certification Statements

Except for certification statements below marked as not applicable (N/A), this list includes major requirements of the construction project. Selecting “Yes” represents sponsor acknowledgement and confirmation of the certification statement. The term “will” means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. A written code or standard of conduct is or will be in effect prior to commencement of the project that governs the performance of the sponsor's officers, employees, or agents in soliciting, awarding and administering procurement contracts (2 CFR § 200.318).

☒ Yes ☐ No ☐ N/A

2. For all contracts, qualified and competent personnel are or will be engaged to perform contract administration, engineering supervision, construction inspection, and testing (Grant Assurance C.17).
- ☒ Yes ☐ No ☐ N/A
3. Sponsors that are required to have a Disadvantage Business Enterprise (DBE) program on file with the FAA have included or will include clauses required by Title VI of the Civil Rights Act and 49 CFR Part 26 for Disadvantaged Business Enterprises in all contracts and subcontracts.
- ☒ Yes ☐ No ☐ N/A
4. Sponsors required to have a DBE program on file with the FAA have implemented or will implement monitoring and enforcement measures that:
- a. Ensure work committed to Disadvantaged Business Enterprises at contract award is actually performed by the named DBEs (49 CFR § 26.37(b));
 - b. Include written certification that the sponsor has reviewed contract records and has monitored work sites for performance by DBE firms (49 CFR § 26.37(b)); and
 - c. Provides for a running tally of payments made to DBE firms and a means for comparing actual attainments (i.e. payments) to original commitments (49 CFR § 26.37(c)).
- ☒ Yes ☐ No ☐ N/A
5. Sponsor procurement actions using the competitive sealed bid method (2 CFR § 200.320(c)). was or will be:
- a. Publicly advertised, allowing a sufficient response time to solicit an adequate number of interested contractors or vendors;
 - b. Prepared to include a complete, adequate and realistic specification that defines the items or services in sufficient detail to allow prospective bidders to respond;
 - c. Publicly opened at a time and place prescribed in the invitation for bids; and
 - d. Prepared in a manner that result in a firm fixed price contract award to the lowest responsive and responsible bidder.
- ☒ Yes ☐ No ☐ N/A
6. For projects the Sponsor proposes to use the competitive proposal procurement method (2 CFR § 200.320(d)), Sponsor has requested or will request FAA approval prior to proceeding with a competitive proposal procurement by submitting to the FAA the following:
- a. Written justification that supports use of competitive proposal method in lieu of the preferred sealed bid procurement method;
 - b. Plan for publicizing and soliciting an adequate number of qualified sources; and
 - c. Listing of evaluation factors along with relative importance of the factors.
- ☐ Yes ☐ No ☒ N/A
7. For construction and equipment installation projects, the bid solicitation includes or will include the current federal wage rate schedule(s) for the appropriate type of work classifications (2 CFR Part 200, Appendix II).
- ☒ Yes ☐ No ☐ N/A

8. Concurrence was or will be obtained from the Federal Aviation Administration (FAA) prior to contract award under any of the following circumstances (Order 5100.38D):

- a. Only one qualified person/firm submits a responsive bid;
- b. Award is to be made to other than the lowest responsible bidder; and
- c. Life cycle costing is a factor in selecting the lowest responsive bidder.

☒ Yes ☐ No ☐ N/A

9. All construction and equipment installation contracts contain or will contain provisions for:

- a. Access to Records (§ 200.336)
- b. Buy American Preferences (Title 49 U.S.C. § 50101)
- c. Civil Rights - General Provisions and Title VI Assurances(41 CFR part 60)
- d. Federal Fair Labor Standards (29 U.S.C. § 201, et seq)
- e. Occupational Safety and Health Act requirements (20 CFR part 1920)
- f. Seismic Safety – building construction (49 CFR part 41)
- g. State Energy Conservation Requirements - as applicable(2 CFR part 200, Appendix II)
- h. U.S. Trade Restriction (49 CFR part 30)
- i. Veterans Preference (49 USC § 47112(c))

☒ Yes ☐ No ☐ N/A

10. All construction and equipment installation contracts exceeding \$2,000 contain or will contain the provisions established by:

- a. Davis-Bacon and Related Acts (29 CFR part 5)
- b. Copeland “Anti-Kickback” Act (29 CFR parts 3 and 5)

☒ Yes ☐ No ☐ N/A

11. All construction and equipment installation contracts exceeding \$3,000 contain or will contain a contract provision that discourages distracted driving (E.O. 13513).

☒ Yes ☐ No ☐ N/A

12. All contracts exceeding \$10,000 contain or will contain the following provisions as applicable:

- a. Construction and equipment installation projects - Applicable clauses from 41 CFR Part 60 for compliance with Executive Orders 11246 and 11375 on Equal Employment Opportunity;
- b. Construction and equipment installation - Contract Clause prohibiting segregated facilities in accordance with 41 CFR part 60-1.8;
- c. Requirement to maximize use of products containing recovered materials in accordance with 2 CFR § 200.322 and 40 CFR part 247; and
- d. Provisions that address termination for cause and termination for convenience (2 CFR Part 200, Appendix II).

☒ Yes ☐ No ☐ N/A

13. All contracts and subcontracts exceeding \$25,000: Measures are in place or will be in place (e.g. checking the System for Award Management) that ensure contracts and subcontracts are not awarded to individuals or firms suspended, debarred, or excluded from participating in federally assisted projects (2 CFR parts 180 and 1200).

☒ Yes ☐ No ☐ N/A

14. Contracts exceeding the simplified acquisition threshold (currently \$150,000) include or will include provisions, as applicable, that address the following:

- a. Construction and equipment installation contracts - a bid guarantee of 5%, a performance bond of 100%, and a payment bond of 100% (2 CFR § 200.325);
- b. Construction and equipment installation contracts - requirements of the Contract Work Hours and Safety Standards Act (40 USC 3701-3708, Sections 103 and 107);
- c. Restrictions on Lobbying and Influencing (2 CFR part 200, Appendix II);
- d. Conditions specifying administrative, contractual and legal remedies for instances where contractor or vendor violate or breach the terms and conditions of the contract (2 CFR §200, Appendix II); and
- e. All Contracts - Applicable standards and requirements issued under Section 306 of the Clean Air Act (42 USC 7401-7671q), Section 508 of the Clean Water Act (33 USC 1251-1387, and Executive Order 11738.

☒ Yes ☐ No ☐ N/A

Attach documentation clarifying any above item marked with "No" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

Executed on this day of , .

Name of Sponsor: City of Hailey/Blaine County

Name of Sponsor's Authorized Official: Chris Pomeroy

Title of Sponsor's Authorized Official: Airport Manager

Signature of Sponsor's Authorized Official: _____

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.



Construction Project Final Acceptance Airport Improvement Program Sponsor Certification

Sponsor: City of Hailey/Blaine County

Airport: Friedman Memorial Airport

Project Number: 3-16-0016-043-2017

Description of Work: Expand Terminal Aircraft Parking Apron; Rehabilitate Runway; Complete Environmental Assessment; Acquire Snow Removal Equipment

Application

49 USC § 47105(d), authorizes the Secretary to require me certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program. General standards for final acceptance and close out of federally funded construction projects are in 2 CFR § 200.343 – Closeout and supplemented by FAA Order 5100.38. The sponsor must determine that project costs are accurate and proper in accordance with specific requirements of the grant agreement and contract documents.

Certification Statements

Except for certification statements below marked not applicable (N/A), this list includes major requirements of the construction project. Selecting "Yes" represents sponsor acknowledgment and confirmation of the certification statement. The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. The personnel engaged in project administration, engineering supervision, project inspection, and acceptance testing were or will be determined to be qualified and competent to perform the work (Grant Assurance).
☒ Yes ☐ No ☐ N/A
2. Construction records, including daily logs, were or will be kept by the resident engineer/construction inspector that fully document contractor's performance in complying with:
 - a. Technical standards (Advisory Circular (AC) 150/5370-12);
 - b. Contract requirements (2 CFR part 200 and FAA Order 5100.38); and
 - c. Construction safety and phasing plan measures (AC 150/5370-2).☒ Yes ☐ No ☐ N/A
3. All acceptance tests specified in the project specifications were or will be performed and documented. (AC 150/5370-12).
☒ Yes ☐ No ☐ N/A

4. Sponsor has taken or will take appropriate corrective action for any test result outside of allowable tolerances (AC 150/5370-12).
☒ Yes ☐ No ☐ N/A
5. Pay reduction factors required by the specifications were applied or will be applied in computing final payments with a summary made available to the FAA (AC 150/5370-10).
☒ Yes ☐ No ☐ N/A
6. Sponsor has notified, or will promptly notify the Federal Aviation Administration (FAA) of the following occurrences:
- a. Violations of any federal requirements set forth or included by reference in the contract documents (2 CFR part 200);
 - b. Disputes or complaints concerning federal labor standards (29 CFR part 5); and
 - c. Violations of or complaints addressing conformance with Equal Employment Opportunity or Disadvantaged Business Enterprise requirements (41 CFR Chapter 60 and 49 CFR part 26).
- ☒ Yes ☐ No ☐ N/A
7. Weekly payroll records and statements of compliance were or will be submitted by the prime contractor and reviewed by the sponsor for conformance with federal labor and civil rights requirements as required by FAA and U.S. Department of Labor (29 CFR Part 5).
☒ Yes ☐ No ☐ N/A
8. Payments to the contractor were or will be made in conformance with federal requirements and contract provisions using sponsor internal controls that include:
- a. Retaining source documentation of payments and verifying contractor billing statements against actual performance (2 CFR § 200.302 and FAA Order 5100.38);
 - b. Prompt payment of subcontractors for satisfactory performance of work (49 CFR § 26.29);
 - c. Release of applicable retainage upon satisfactory performance of work (49 CFR § 26.29); and
 - d. Verification that payments to DBEs represent work the DBE performed by carrying out a commercially useful function (49 CFR §26.55).
- ☒ Yes ☐ No ☐ N/A
9. A final project inspection was or will be conducted with representatives of the sponsor and the contractor present that ensure:
- a. Physical completion of project work in conformance with approved plans and specifications (Order 5100.38);
 - b. Necessary actions to correct punch list items identified during final inspection are complete (Order 5100.38); and
 - c. Preparation of a record of final inspection and distribution to parties to the contract (Order 5100.38);
- ☒ Yes ☐ No ☐ N/A
10. The project was or will be accomplished without material deviations, changes, or modifications from approved plans and specifications, except as approved by the FAA (Order 5100.38).
☒ Yes ☐ No ☐ N/A

11. The construction of all buildings have complied or will comply with the seismic construction requirements of 49 CFR § 41.120.

☒ Yes ☐ No ☐ N/A

12. For development projects, sponsor has taken or will take the following close-out actions:

- a. Submit to the FAA a final test and quality assurance report summarizing acceptance test results, as applicable (Grant Condition);
- b. Complete all environmental requirements as established within the project environmental determination (Order 5100.38); and
- c. Prepare and retain as-built plans (Order 5100.38).

☒ Yes ☐ No ☐ N/A

13. Sponsor has revised or will revise their airport layout plan (ALP) that reflects improvements made and has submitted or will submit an updated ALP to the FAA no later than 90 days from the period of performance end date. (49 USC § 47107 and Order 5100.38).

☒ Yes ☐ No ☐ N/A

Attach documentation clarifying any above item marked with "No" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

Executed on this day of , .

Name of Sponsor: City of Hailey/Blaine County

Name of Sponsor's Authorized Official: Chris Pomeroy

Title of Sponsor's Authorized Official: Airport Manager

Signature of Sponsor's Authorized Official: _____

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

Project Plans and Specifications

Airport Improvement Program Sponsor Certification

Sponsor: City of Hailey/Blaine County

Airport: Friedman Memorial Airport

Project Number: 3-16-0016-043-2017

Description of Work: Expand Terminal Aircraft Parking Apron; Rehabilitate Runway; Complete Environmental Assessment; Acquire Snow Removal Equipment

Application

49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). Labor and civil rights standards applicable to AIP are established by the Department of Labor (www.dol.gov/). AIP Grant Assurance C.1—General Federal Requirements identifies applicable federal laws, regulations, executive orders, policies, guidelines and requirements for assistance under AIP. A list of current advisory circulars with specific standards for procurement, design or construction of airports, and installation of equipment and facilities is referenced in standard airport sponsor Grant Assurance 34 contained in the grant agreement.

Certification Statements

Except for certification statements below marked as not applicable (N/A), this list includes major requirements of the construction project. Selecting "Yes" represents sponsor acknowledgement and confirmation of the certification statement. The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. The plans and specifications were or will be prepared in accordance with applicable federal standards and requirements, so that no deviation or modification to standards set forth in the advisory circulars, or FAA-accepted state standard, is necessary other than those explicitly approved by the Federal Aviation Administration (FAA) (14 USC § 47105).
☒ Yes ☐ No ☐ N/A

2. Specifications incorporate or will incorporate a clear and accurate description of the technical requirement for the material or product that does not contain limiting or proprietary features that unduly restrict competition (2 CFR §200.319).
☒ Yes ☐ No ☐ N/A

3. The development that is included or will be included in the plans is depicted on the current airport layout plan as approved by the FAA (14 USC § 47107).
☒ Yes ☐ No ☐ N/A
4. Development and features that are ineligible or unallowable for AIP funding have been or will be omitted from the plans and specifications (FAA Order 5100.38, par. 3-43).
☐ Yes ☒ No ☐ N/A
5. The specification does not use or will not use "brand name" or equal to convey requirements unless sponsor requests and receives approval from the FAA to use brand name (FAA Order 5100.38, Table U-5).
☒ Yes ☐ No ☐ N/A
6. The specification does not impose or will not impose geographical preference in their procurement requirements (2 CFR §200.319(b) and FAA Order 5100.38, Table U-5).
☒ Yes ☐ No ☐ N/A
7. The use of prequalified lists of individuals, firms or products include or will include sufficient qualified sources that ensure open and free competition and that does not preclude potential entities from qualifying during the solicitation period (2 CFR §319(d)).
☒ Yes ☐ No ☐ N/A
8. Solicitations with bid alternates include or will include explicit information that establish a basis for award of contract that is free of arbitrary decisions by the sponsor (2 CFR § 200.319(a)(7)).
☒ Yes ☐ No ☐ N/A
9. Concurrence was or will be obtained from the FAA if Sponsor incorporates a value engineering clause into the contract (FAA Order 5100.38, par. 3-57).
☒ Yes ☐ No ☐ N/A
10. The plans and specifications incorporate or will incorporate applicable requirements and recommendations set forth in the federally approved environmental finding (49 USC §47106(c)).
☒ Yes ☐ No ☐ N/A
11. The design of all buildings comply or will comply with the seismic design requirements of 49 CFR § 41.120. (FAA Order 5100.38d, par. 3-92)
☒ Yes ☐ No ☐ N/A
12. The project specification include or will include process control and acceptance tests required for the project by as per the applicable standard:
- a. Construction and installation as contained in Advisory Circular (AC) 150/5370-10.
☒ Yes ☐ No ☐ N/A

b. Snow Removal Equipment as contained in AC 150/5220-20.

☐ Yes ☐ No ☒ N/A

c. Aircraft Rescue and Fire Fighting (ARFF) vehicles as contained in AC 150/5220-10.

☐ Yes ☐ No ☒ N/A

13. For construction activities within or near aircraft operational areas(AOA):

a. The Sponsor has or will prepare a construction safety and phasing plan (CSPP) conforming to Advisory Circular 150/5370-2.

b. Compliance with CSPP safety provisions has been or will be incorporated into the plans and specifications as a contractor requirement.

c. Sponsor will not initiate work until receiving FAA's concurrence with the CSPP (FAA Order 5100.38, Par. 5-29).

☒ Yes ☐ No ☐ N/A

14. The project was or will be physically completed without federal participation in costs due to errors and omissions in the plans and specifications that were foreseeable at the time of project design (49 USC §47110(b)(1) and FAA Order 5100.38d, par. 3-100).

☒ Yes ☐ No ☐ N/A

Attach documentation clarifying any above item marked with "No" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

Executed on this day of , .

Name of Sponsor: City of Hailey/Blaine County

Name of Sponsor's Authorized Official: Chris Pomeroy

Title of Sponsor's Authorized Official: Airport Manager

Signature of Sponsor's Authorized Official: _____

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.



U.S. Department
of Transportation
**Federal Aviation
Administration**

FAA Form 5100-133, Real Property Acquisition – Airport Improvement Program Sponsor Certification

Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0569. Public reporting for this collection of information is estimated to be approximately 8 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to the Federal Aviation Administration at: 800 Independence Ave. SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, ASP-110.

Real Property Acquisition Airport Improvement Program Sponsor Certification

Sponsor: The City of Hailey and Blaine County
Airport: Friedman Memorial Airport
Project Number: 3-16-0016-043-2017
Description of Work: Expand Terminal Aircraft Parking Apron; Rehabilitate Runway; Complete Environmental Assessment; Acquire Snow Removal Equipment

Application

49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General requirements on real property acquisition and relocation assistance are in 49 CFR Part 24. The AIP project grant agreement contains specific requirements and assurances on the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended.

Certification Statements

Except for certification statements below marked not applicable (N/A), this list includes major requirements of the real property acquisition project. Selecting "Yes" represents sponsor acknowledgement and confirmation of the certification statement. The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards.

1. The sponsor's attorney or other official has or will have good and sufficient title as well as title evidence on property in the project.
☒ Yes ☐ No ☐ N/A
2. If defects and/or encumbrances exist in the title that adversely impact the sponsor's intended use of property in the project, they have been or will be extinguished, modified, or subordinated.
☒ Yes ☐ No ☐ N/A
3. If property for airport development is or will be leased, the following conditions have been met:
 - a. The term is for 20 years or the useful life of the project;
 - b. The lessor is a public agency; and
 - c. The lease contains no provisions that prevent full compliance with the grant agreement.☒ Yes ☐ No ☐ N/A

4. Property in the project is or will be in conformance with the current Exhibit A property map, which is based on deeds, title opinions, land surveys, the approved airport layout plan, and project documentation.

☒ Yes ☐ No ☐ N/A

5. For any acquisition of property interest in noise sensitive approach zones and related areas, property interest was or will be obtained to ensure land is used for purposes compatible with noise levels associated with operation of the airport.

☒ Yes ☐ No ☐ N/A

6. For any acquisition of property interest in runway protection zones and areas related to 14 CFR 77 surfaces or to clear other airport surfaces, property interest was or will be obtained for the following:

- a. The right of flight;
- b. The right of ingress and egress to remove obstructions; and
- c. The right to restrict the establishment of future obstructions.

☒ Yes ☐ No ☐ N/A

7. Appraisals prepared by qualified real estate appraisers hired by the sponsor include or will include the following:

- a. Valuation data to estimate the current market value for the property interest acquired on each parcel; and
- b. Verification that an opportunity has been provided to the property owner or representative to accompany appraisers during inspections.

☒ Yes ☐ No ☐ N/A

8. Each appraisal has been or will be reviewed by a qualified review appraiser to recommend an amount for the offer of just compensation, and the written appraisals as well as review appraisal are available to Federal Aviation Administration (FAA) for review.

☒ Yes ☐ No ☐ N/A

9. A written offer to acquire each parcel was or will be presented to the property owner for not less than the approved amount of just compensation.

☒ Yes ☐ No ☐ N/A

10. Effort was or will be made to acquire each property through the following negotiation procedures:

- a. No coercive action to induce agreement; and
- b. Supporting documents for settlements included in the project files.

☒ Yes ☐ No ☐ N/A

11. If a negotiated settlement is not reached, the following procedures were or will be used:
- a. Condemnation initiated and a court deposit not less than the just compensation made prior to possession of the property; and
 - b. Supporting documents for awards included in the project files.

☒ Yes ☐ No ☐ N/A

12. If displacement of persons, businesses, farm operations, or non-profit organizations is involved, a relocation assistance program was or will be established, with displaced parties receiving general information on the program in writing, including relocation eligibility, and a 90-day notice to vacate.

☒ Yes ☐ No ☐ N/A

13. Relocation assistance services, comparable replacement housing, and payment of necessary relocation expenses were or will be provided within a reasonable time period for each displaced occupant in accordance with the Uniform Act.

☒ Yes ☐ No ☐ N/A

Attach documentation clarifying any above item marked with "No" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

Executed on this day of , 2017 .

Name of Sponsor: City of Hailey - Blaine County Idaho

Name of Sponsor's Authorized Official: Mr. Chris Pomeroy

Title of Sponsor's Authorized Official: Airport Manager

Signature of Sponsor's Designated Official Representative: _____

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.



U.S. Department
of Transportation
**Federal Aviation
Administration**

FAA Form 5100-135, Certification and Disclosure Regarding Potential Conflicts of Interest – Airport Improvement Program Sponsor Certification

Paperwork Reduction Act Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0569. Public reporting for this collection of information is estimated to be approximately 8 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to the Federal Aviation Administration at: 800 Independence Ave. SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, ASP-110.

Certification and Disclosure Regarding Potential Conflicts of Interest Airport Improvement Program Sponsor Certification

Sponsor: The City of Hailey and Blaine County
Airport: Friedman Memorial Airport
Project Number: 3-16-0016-043-2017
Description of Work: Expand Terminal Aircraft Parking Apron; Rehabilitate Runway; Complete Environmental Assessment; Acquire Snow Removal Equipment

Application

Title 2 CFR § 200.112 and § 1201.112 address Federal Aviation Administration (FAA) requirements for conflict of interest. As a condition of eligibility under the Airport Improvement Program (AIP), sponsors must comply with FAA policy on conflict of interest. Such a conflict would arise when any of the following have a financial or other interest in the firm selected for award:

- a) The employee, officer or agent,
- b) Any member of his immediate family,
- c) His or her partner, or
- d) An organization which employs, or is about to employ, any of the above.

Selecting "Yes" represents sponsor or sub-recipient acknowledgement and confirmation of the certification statement. Selecting "No" represents sponsor or sub-recipient disclosure that it cannot fully comply with the certification statement. If "No" is selected, provide support information explaining the negative response as an attachment to this form. This includes whether the sponsor has established standards for financial interest that are not substantial or unsolicited gifts are of nominal value (2 CFR § 200.318(c)). The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance.

Certification Statements

1. The sponsor or sub-recipient maintains a written standards of conduct governing conflict of interest and the performance of their employees engaged in the award and administration of contracts (2 CFR § 200.318(c)). To the extent permitted by state or local law or regulations, such standards of conduct provide for penalties, sanctions, or other disciplinary actions for violations of such standards by the sponsor's and sub-recipient's officers, employees, or agents, or by contractors or their agents.

☒ Yes ☐ No

2. The sponsor's or sub-recipient's officers, employees or agents have not and will not solicit or accept gratuities, favors or anything of monetary value from contractors, potential contractors, or parties to sub-agreements (2 CFR § 200.318(c)).

☒ Yes ☐ No

3. The sponsor or sub-recipient certifies that it has disclosed and will disclose to the FAA any known potential conflict of interest (2 CFR § 1200.112).

☒ Yes ☐ No

Attach documentation clarifying any above item marked with "no" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and have the explanation for any item marked "no" is correct and complete.

Executed on this day of , 2017 .

Name of Sponsor: City of Hailey - Blaine County

Name of Sponsor's Authorized Official: Mr. Chris Pomeroy

Title of Sponsor's Authorized Official: Airport Manager

Signature of Sponsor's Authorized Official: _____

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.



U.S. Department
of Transportation
**Federal Aviation
Administration**

FAA Form 5100-134, Selection of Consultants – Airport Improvement Program Sponsor Certification

Paperwork Reduction Act Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0569. Public reporting for this collection of information is estimated to be approximately 8 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are required under 49 U.S.C. Section 47105 to retain a benefit and to meet the reporting requirements of 2 CFR 200. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to the Federal Aviation Administration at: 800 Independence Ave. SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, ASP-110.



Selection of Consultants

Airport Improvement Program Sponsor Certification

Sponsor: City of Hailey - Blaine County

Airport: Friedman Memorial Airport

Project Number: 3-16-0016-043-2017

Description of Work: Expand Terminal Aircraft Parking Apron; Rehabilitate Runway; Complete Environmental Assessment; Acquire Snow Removal Equipment

Application

49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General requirements for selection of consultant services within federal grant programs are described in 2 CFR §§ 200.317-200.326. Sponsors may use other qualifications-based procedures provided they are equivalent to standards of Title 40 chapter 11 and FAA Advisory Circular 150/5100-14, Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects.

Certification Statements

Except for certification statements below marked as not applicable (N/A), this list includes major requirements of the construction project. Selecting "Yes" represents sponsor acknowledgement and confirmation of the certification statement. The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. Sponsor acknowledges their responsibility for the settlement of all contractual and administrative issues arising out of their procurement actions (2 CFR § 200.318(k)).
☒ Yes ☐ No ☐ N/A
2. Sponsor procurement actions ensure or will ensure full and open competition that does not unduly limit competition (2 CFR § 200.319).
☒ Yes ☐ No ☐ N/A
3. Sponsor has excluded or will exclude any entity that develops or drafts specifications, requirements, or statements of work associated with the development of a request-for-qualifications (RFQ) from competing for the advertised services (2 CFR § 200.319).
☒ Yes ☐ No ☐ N/A

4. The advertisement describes or will describe specific project statements-of-work that provide clear detail of required services without unduly restricting competition (2 CFR § 200.319).
☒ Yes ☐ No ☐ N/A
5. Sponsor has publicized or will publicize a RFQ that:
a. Solicits an adequate number of qualified sources (2 CFR § 200.320(d)); and
b. Identifies all evaluation criteria and relative importance (2 CFR § 200.320(d)).
☒ Yes ☐ No ☐ N/A
6. Sponsor has based or will base selection on qualifications, experience, and disadvantaged business enterprise participation with price not being a selection factor (2 CFR § 200.320(d)).
☒ Yes ☐ No ☐ N/A
7. Sponsor has verified or will verify that agreements exceeding \$25,000 are not awarded to individuals or firms suspended, debarred or otherwise excluded from participating in federally assisted projects (2 CFR §180.300).
☒ Yes ☐ No ☐ N/A
8. A/E services covering multiple projects: Sponsor has agreed to or will agree to:
a. Refrain from initiating work covered by this procurement beyond five years from the date of selection (AC 150/5100-14); and
b. Retain the right to conduct new procurement actions for projects identified or not identified in the RFQ (AC 150/5100-14).
☒ Yes ☐ No ☐ N/A
9. Sponsor has negotiated or will negotiate a fair and reasonable fee with the firm they select as most qualified for the services identified in the RFQ (2 CFR § 200.323).
☒ Yes ☐ No ☐ N/A
10. The Sponsor's contract identifies or will identify costs associated with ineligible work separately from costs associated with eligible work (2 CFR § 200.302).
☒ Yes ☐ No ☐ N/A
11. Sponsor has prepared or will prepare a record of negotiations detailing the history of the procurement action, rationale for contract type and basis for contract fees (2 CFR §200.318(i)).
☒ Yes ☐ No ☐ N/A
12. Sponsor has incorporated or will incorporate mandatory contract provisions in the consultant contract for AIP-assisted work (49 U.S.C. Chapter 471 and 2 CFR part 200 Appendix II)
☒ Yes ☐ No ☐ N/A

13. For contracts that apply a time-and-material payment provision (also known as hourly rates, specific rates of compensation, and labor rates), the Sponsor has established or will establish:

- a. Justification that there is no other suitable contract method for the services (2 CFR §200.318(j));
- b. A ceiling price that the consultant exceeds at their risk (2 CFR §200.318(j)); and
- c. A high degree of oversight that assures consultant is performing work in an efficient manner with effective cost controls in place 2 CFR §200.318(j)).

☒ Yes ☐ No ☐ N/A

14. Sponsor is not using or will not use the prohibited cost-plus-percentage-of-cost (CPPC) contract method. (2 CFR § 200.323(d)).

☒ Yes ☐ No ☐ N/A

Attach documentation clarifying any above item marked with "no" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

Executed on this day of , 2017 .

Name of Sponsor: City of Hailey - Blaine County

Name of Sponsor's Authorized Official: Chris Pomeroy

Title of Sponsor's Authorized Official: Airport Manager

Signature of Sponsor's Authorized Official: _____

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.