

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

***PLEASE TAKE NOTICE** that a regular meeting of the Friedman Memorial Airport Authority shall be held Tuesday, December 5, 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:*

**AGENDA
December 5, 2017**

- I. APPROVE AGENDA**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. November 7, 2017 Regular Meeting – Motion to Approve – **Attachment #1**
- IV. REPORTS**
 - A. Chairman Report
 - B. Blaine County Report
 - C. City of Hailey Report
 - D. Airport Manager Report
 - E. Fly Sun Valley Alliance Report
- V. AIRPORT STAFF BRIEF (5 Minutes Allotted)**
 - A. Noise Complaints
 - B. Profit & Loss, Budget Performance Summary, ATCT Traffic Operations Count and Enplanement Data – **Attachments #2 – #7**
 - C. Airport Commercial Flight Interruptions (unofficial)
 - D. Review Correspondence – **Attachment #8**
- VI. NEW BUSINESS**
 - A. **ACTION and Public Comment**
 - a. Consideration of acceptance of ITD Aeronautics FY2018 Idaho Airport Aid Program grant
 - b. Consideration of date change of January FMAA meeting from January 2, 2018 to January 9, 2018
 - B. Updates and Discussion
 - a. **NONE**
- VII. CONTINUING BUSINESS**
 - A. Construction and Capital Projects
 - a. **ACTION and Public Comment**
 - i. **NONE**
 - b. Updates and Discussion
 - i. Runway Pavement Maintenance
 - ii. Terminal air carrier apron and parking lot improvements
 - B. Airport Planning Projects
 - a. **ACTION and Public Comment**
 - i. **NONE**
 - b. Updates and Discussion
 - i. Environmental Assessment for Runway Protection Zone and Obstruction Removal
 - ii. Airport Noise Modeling – new noise modeling results from Landrum and Brown - **Attachment #9**
 - C. Misc.
 - a. **ACTION and Public Comment**
 - i. Consideration of acceptance of Parking Lot Management Agreement with The Car Park – **Attachment #10**
 - b. Updates and Discussion
 - i. FMAA Amended Regulation 94-1 regarding Ground Transportation Service Providers at the Airport – **Attachment #11**
 - ii. Communications RFP
- 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**

FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETINGS ARE OPEN TO ALL INTERESTED PARTIES. SHOULD YOU DESIRE TO ATTEND A BOARD MEETING AND NEED A REASONABLE ACCOMMODATION TO DO SO, PLEASE CONTACT THE AIRPORT MANAGER'S OFFICE AT LEAST ONE WEEK IN ADVANCE BY CALLING 788-4956 OR WRITING TO 1616 AIRPORT CIRCLE, HAILEY, IDAHO 83333.

III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:

A. November 7, 2017 Regular Meeting – Motion to Approve - Attachment #1

IV. REPORTS

A. Chairman Report

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

B. Blaine County Report

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

C. City of Hailey Report

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

D. Airport Manager Report

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

E. Fly Sun Valley Alliance Report

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

V. AIRPORT STAFF BRIEF - (5 Minutes Allotted)

A. Noise Complaints

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT	ACTION/RESPONSE
N. Woodside	11/12/2017	7:39 a.m.	Jet	Jet running for over 45 minutes at north end of airport.	Skywest waiting for the wind direction to change before they could depart. Caller was very upset and used obscene language. No return call made.
N. Woodside	11/12/2017	7:53 a.m.	Jet	Jet running long period of time.	Operations Manager returned call and explained that Skywest was delayed because of the winds. Caller also stated the request to turn the rotating beacon off at night because it is shining through the bathroom window. Explained we cannot do that per FAA regulations.
S. Hailey	11/12/2017	7:56 a.m.	Jet	Jet running for long period of time.	Skywest delayed due to winds. Attempted to contact caller, unable to make contact.
Unspecified	11/26/2017	12:10 a.m.	Helicopter	Flying low over north Hailey.	Returned call and informed the caller that it was a Lifeflight helicopter.
Little Indio	11/29/2017	8:00 a.m.	Jet	Jet noise	Caller complained that it was too expensive to fly out of Hailey, so they had to drive 14 hours on Thanksgiving each way. Then when they got home they had to deal with the constant jet noise and don't think the residence in the valley should be tortured like this. Caller stated a return call was not necessary.

B. Profit & Loss, Budget Performance Summary, ATCT Traffic Operations Count and Enplanement Data - Attachments #2 - #7

Attachment #2 is Friedman Memorial Airport Profit & Loss Budget vs. Actual

The attachments listed below are Financial Reports included in the FMAA packet quarterly:

Attachment #3 is FMA Budget Performance Summary by Fiscal Year – Combined

Attachment #4 is FMA Budget Performance Summary by Month Combined

Attachment #5 is FMA Budget Performance Summary by Month Operational

Attachment #6 is 2001 - 2017 ATCT Traffic Operations data comparison by month

Attachment #7 is 2017 Enplanement, Deplanement and Seat Occupancy data

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

September 2016/2017		
Total Non-Federal Revenue	September 2017	\$219,848.12
Total Non-Federal Revenue	September 2016	\$226,293.33
Total Non-Federal Revenue	FY '17 thru September	\$3,310,813.79
Total Non-Federal Revenue	FY '16 thru September	\$3,138,544.35
Total Non-Federal Expenses	September, 2017	\$210,025.79
Total Non-Federal Expenses	September, 2016	\$166,647.11
Total Non-Federal Expenses	FY '17 thru September	\$2,700,123.66
Total Non-Federal Expenses	FY '16 thru September	\$2,662,076.55
Net Income to include Federal Programs	FY '17 thru September	\$564,508.22
Net Income to include Federal Programs	FY '16 thru September	\$-381,584.83

C. Airport Commercial Flight Interruptions (unofficial):

AIRLINE	FLIGHT CANCELLATIONS	FLIGHT DIVERSIONS
	Nov. 1 through Nov. 30	
Alaska Airlines	None	None
Delta	None	8
United	N/A	N/A

D. Review Correspondence – Attachment #8

Attachment #8 is information included for Board review.

VI. NEW BUSINESS

A. Action and Public Comment

a. Consideration of acceptance of ITD Aeronautics FY2018 Idaho Airport Aid Program grant

The Idaho Transportation Department – Division of Aeronautics (ITD Aeronautics) has extended a grant offer to FMAA in the amount of \$25,000 as part of their Idaho Airport Aid Program (IAAP). Availability of IAAP funds to SUN this year is due to a healthy balance in the ITD Aeronautics Aviation Fund. The grant offer is based on a 50/50 match commitment from the airport Sponsor. In other words, the Sponsor will need to put up \$25,000 of local match to be eligible to receive the \$25,000 state grant.

During the FY2018 airport budget planning cycle, staff was made aware of the potential for this grant and it was built into our FY2018 budget. In coordinating with ITD Aeronautics, the grant can be used to offset our FAA AIP match requirement for our upcoming capital improvement projects or other planning related tasks such as instrument approach improvements planning.

Action requested:

Staff is requesting a motion from the Board to allow execution of the ITD Aeronautics IAAP FY2018 grant offer by the Chairman of the Blaine County Commission and Mayor of the City of Hailey as co-airport sponsors to accept the grant.

b. Consideration of date change of January FMAA meeting from January 2, 2018 to January 9, 2018

The next regularly scheduled Board meeting is January 2, 2018. This comes only a day after New Year's Day and poses challenges for anticipated business at the January meeting. Specifically, staff is coordinating with the Auditor and Ricondo (rates and charges study) to attend the January Board meeting. Both have indicated they cannot attend a January 2 date.

Action requested:

As a result of the unfavorable logistics with January 2, Staff is requesting consideration by the Board to move the January meeting to January 9.

B. Updates and Discussion

a. NONE

VII. CONTINUING BUSINESS

A. CONSTRUCTION and CAPITAL Projects

a. ACTION and Public Comment

i. NONE

b. Updates and Discussion

i. Runway Pavement Maintenance

The final pavement markings on the runway and apron were delayed due to weather and contractor availability this fall. The work is now tentatively scheduled for June 5 and 6, 2018. The runway will need to be closed to complete the work, and the tentative closure schedule is as follows: June 5 – Runway closed from 8:15 am until 9:00 pm; June 6 – Runway closed from 8:15 am until approximately 5:00 pm. This schedule will allow limited use of the airport thereby reducing impacts to both general aviation users and air carriers including allowing the overnight and morning air carrier flights.

ii. Terminal Air Carrier Apron and Parking Lot Improvements

Staff and consultants met with representatives from Idaho Materials and Construction (IMC), the contractor for these improvements on November 2, 2017. The purpose of that meeting was to discuss the project schedule and implementation. The contractor plans to begin work as soon as weather allows in Spring 2018.

On the same day, Staff and consultants met with stakeholders for the parking lot improvements. These stakeholders included the airlines, transportation service providers, rental car companies and the parking lot management company. Excellent feedback was received and some minor modifications to the parking lot plan are being developed. These will be finalized and presented to the Board's Architecture Design Review Committee for review and comment in December and the full Board in January.

Work continues on utility relocations necessary to complete the apron expansion and parking lot improvements. Relocation of gas, power and telephone lines began on November 8 and is scheduled to be complete by November 30. With this work, out of the way before winter, the contractor will be able to start as soon as weather allows in the spring.

B. AIRPORT PLANNING PROJECTS

a. ACTION and Public Comment

i. NONE

b. Updates and Discussion

i. Environmental Assessment for Runway Protection Zone and Obstruction Removal

T-O Engineers has completed the initial draft of the Environmental Assessment (EA) which includes Chapters 1-4. Chapters 1-3 were provided to FMAA in the November Board packet and Chapter 4 was delivered on November 21.

This draft is based on the final investigations and was drafted on direction approved by FAA in May 2017 during the kickoff meeting. Since that time, the Idaho State Historic Preservation Office (SHPO) and FAA have modified their preferences on documentation. This resulted in the entire airport being surveyed for historic resources under Section 110 of the National Historic Preservation Act. While this added time to both the drafting and review of the Architectural and Historic Resource Report (AHSR), future projects at SUN will have the historic baseline completed and this process would not need to be revisited. The AHSR is complete and is under final review by FAA.

Additional coordination with FAA occurred the week of November 27, 2017, and submission of the AHSR to SHPO is anticipated within the same week. Concurrence from SHPO related to project effects is required by the National Environmental Policy Act. Concurrence could take 30-45 days; however the Historic Resource consultant has consulted with SHPO throughout the project which may facilitate a quick turnaround.

FAA held off on reviewing other chapters of the EA until their legal council could provide an opinion on a similar document at another airport. The project was delayed approximately 6 weeks due to this outside legal review. During this time the remaining chapters were drafted and completed. FAA provided initial comments to the document on November 21 and technical comments are being addressed by the consultant. FAA has also provided a recommended format change in the EA presentation, which is also being addressed by the consultant. These changes and updates based on FAA preferences will be completed concurrently during the 30-45 day SHPO review and the document is expected to be ready for public comment prior to receiving the required concurrence.

Chapters 1-4 have been previously provided to FMAA in the November packet and via email on November 21. The documents have also been posted on the airport's website. Due to the length of the documents, they are not included in this Board packet. They can be accessed by FMAA and members of the public via our website: http://iflysun.com/wp-content/uploads/2017/11/SUN-EA-MASTER-DOC-112117_SUNv2.pdf

The consultant will attend the meeting to provide an overview of FAA review comments and discuss your comments regarding the documents. Based on the review comments received back from the FAA during FAA and FMAA concurrent review over the past month it is anticipated the chapters will change. As a result, Staff will not be asking for acceptance of the chapters at this meeting.

ii. Airport Noise Modeling – New Noise Modeling Results from Landrum & Brown – Attachment #9

The final round of noise modeling has been completed by Landrum & Brown. The memo with the modeling results is attached. Based on previous discussion and direction from FMAA, this modeling effort includes 2017 average annual day, 2017 peak month (July) average day, and 2017 peak day (August 22). August 22 was used for peak day modeling as this day was the busiest day of the summer as a result of the substantial air traffic at the airport from the eclipse.

Staff anticipates discussion by the Board regarding the noise modeling results at the meeting.

C. MISC.

a. ACTION and Public Comment

i. Consideration of acceptance of Parking Lot Management Agreement with The Car Park – Attachment #10

As the Board is aware, the Finance/Lease Committee, Staff, and our parking lot consultant have been coordinating with our selected parking lot manager, The Car Park, regarding a new Parking Lot Management Agreement for future management of our parking lots and associated services.

A draft Agreement was provided to The Car Park several weeks ago and returned to Staff on Monday, November 27, with requested revisions. The requested revisions were reviewed by the Committee, Staff, and our parking lot consultant, legal counsel, and coordinated with The Car Park. Minor changes to the terms based on legal review and coordination with The Car Park are expected however these changes are considered immaterial.

Action requested:

Staff is seeking a motion by the Board to approve the Parking Lot Management Agreement contingent upon legal review and minor changes to the terms.

b. Updates and Discussion

i. FMAA Amended Regulation 94-1 regarding Ground Transportation Service Providers at the Airport – Attachment #11

A draft version of this document with tracked changes was provided to the Board in the November packet and discussed at the November meeting. As discussed at the last meeting, staff is seeking comments from the Board regarding the proposed revisions to the Regulation. If the Board is satisfied with the proposed revisions, the document will be cleaned up and presented to the Board for the formal first reading in January consistent with current Board procedures for revising and adopting airport regulations.

Discussion and direction from the Board to proceed is anticipated at the meeting.

ii. Communications RFP

Staff and airport communications selection committee members have been unable to meet this month to discuss this effort.

VIII. PUBLIC COMMENT

- | | |
|---|---|
| IX. EXECUTIVE SESSION - I.C. §74-206 (c) | To acquire an interest in real property which is not owned by a public agency |
| I.C. §74-206 (f) | To communicate with legal counsel to discuss legal ramifications for controversy imminently likely to be litigated |

X. ADJOURNMENT

ATTACHMENT 1

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

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

IN ATTENDANCE:

BOARD MEMBERS: Chairman – Don Keirn, Vice-Chairman – Jacob Greenberg, Secretary - Lawrence Schoen, Treasurer – Ron Fairfax, Board - Angenie McCleary, Pat Cooley
FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Chris Pomeroy, Contracts/Finance Administrator – Lisa Emerick, Airport Operations Manager – Todd Emerick; Administrative Assistant/Alternate Security Coordinator – Roberta Christensen, Administrative Assistant – Cecilia Vega, Administrative Assistant/IT Systems Maintenance Coordinator – April Matlock
CONSULTANTS: Centerlyne – Candace Crew, Sarah Shepard
AIRPORT TENANTS/PUBLIC: Atlantic Aviation – Brian Blackburn; FHR – Marc Reinemann; GCA – John Strauss; Evan Stelma, Donna Serrano
AIRPORT LEGAL COUNSEL: Lawson Laski Clark & Pogue, PLLC – Jim Laski
PRESS:

CALL TO ORDER:

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

I. APPROVE AGENDA

The agenda was approved as presented.

II. PUBLIC COMMENT

No public comment was made.

**III. APPROVE FMAA
MEETING MINUTES**

A. October 3, 2017 Regular Meeting (See Brief)

Board Member Schoen briefed the Board that he had minor changes to the minutes and would submit them to Staff.

The October 3, 2017 Friedman Memorial Airport Authority Meeting Minutes were approved as amended.

MOTION:

Made by Board Member Fairfax to approve the October 3, 2017 Friedman Memorial Airport Authority Regular Meeting Minutes as amended. Seconded by Vice-Chairman Greenberg.

PASSED UNANIMOUSLY

IV. REPORTS

A. Chairman Report

No report was given.

B. Blaine County Report

No report was given.

C. City of Hailey Report

No report was given.

D. Airport Manager Report (See Power Point Presentation)

Airport Manager Pomeroy reported on the following:

- Maurice "Deano" Miller has been selected as the fifth ARFF/Operations Staff member and began working on November 6th.
- The annual financial audit is underway. The Airport's independent auditors, Harris & Co. are scheduled for an on-site visit during the week of November 13th.
- Airport Manager Pomeroy has been in contact with consultants from Hughes Aerospace regarding developing and improving instrument approach procedures at the Airport. A proposal is forthcoming for further consideration.
- Airport Manager Pomeroy met with representatives from the Air Traffic Control Tower (ATCT) in Denver, CO. to discuss the anticipated air traffic control tower relocation by 2023.
- Airport Manager Pomeroy met with the FAA Air Route Traffic Control Center (ZLC) in Salt Lake City, to review airspace procedures used by the Center at SUN. The FAA SLC staff was instrumental in making airspace more efficient during the Airport's heavy travel periods in the summer and have committed to implementing those same procedures during the winter season.
- The SUN Airport Art Committee (SAAC) will be rotating the artwork in the terminal on November 16th and will be hosting a reception on November 30th.
- Landrum & Brown plans to present the noise modeling results to the Board at the December meeting.
- Ricondo & Assoc. have provided the initial Rates & Charges Draft Financial Model to Staff and the Finance Committee. They are prepared to be in attendance during the January meeting to present to the Board.
- Terminal parking lot wayfinding signage is being improved to include installation of row identification signage.
- Peter Scheurmier, Manager for Avis Rent-A-Car who recently passed away was acknowledged for his contributions to the Airport and the community.

E. Fly Sun Valley Report

No report was made.

V. AIRPORT STAFF BRIEF

A. Noise Complaints (See Brief)

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

C. Airport Commercial Flight Interruptions (See Brief)

D. Review Correspondence (See Brief)

VI. CONTINUING BUSINESS

A. CONSTRUCTION and CAPITAL Projects – Update (See Brief)

a. Terminal Air Carrier Apron and Parking Lot Improvements - Update

Airport Manager Pomeroy briefed the Board on the recent meeting with consultants and stakeholders regarding the Terminal Air Carrier Apron and Parking Lot Improvements project. The meeting was successful in obtaining feedback to improve efficiency and utilization of the parking lot. Airport Manager Pomeroy reported that utility relocation work in the parking lot is scheduled for the week of November 13th and is being coordinated by Operations Manager Emerick

B. AIRPORT PLANNING Projects

a. Environmental Assessment Runway Protection Zone Approach Protection and Planning – Update

Airport Manager Pomeroy briefed the Board on Chapter 1-3 of the RPZ Environmental Assessment (EA) included in the packet for Board review. He commented that there was a minor delay due to the Historic Resource Report and FAA review has yet to be obtained.

Chapter 4 of the EA is anticipated to be received and reviewed mid-November. Upon receipt, it will be disbursed to the Board and posted on the Airport website. Airport Manager Pomeroy requested that the Board provide comments to Staff and be prepared to consider acceptance of the chapter at the December meeting.

Board Member Schoen commented that in Chapter 3 of the EA it was unclear if the owner would have continued access to the Cove Canal. He stated the owner would need to continue to have access to the Cove Canal, presumably by means of an easement, and requested that this be clarified in the EA.

Airport Manager Pomeroy confirmed Board Member Schoen's statement and commented that Staff will make the appropriate edits.

Board Member Schoen asked if Airport Manager Pomeroy would entertain accepting questions or comments from the Board regarding Chapter 4 before the December meeting.

Airport Manager Pomeroy responded that it would be preferable to obtain comments and questions prior to the December meeting to facilitate the Board's acceptance of the EA and authorization to submit the findings to the FAA following the December Board meeting.

Board Member McCleary requested that any comments submitted to the Airport Manager regarding Chapter 4 be sent to the entire Board for review prior to the December meeting.

Airport Manager Pomeroy responded that he will include as an attachment in the December Board Packet a summary of any comments received from the Board prior to the December meeting.

C. MISC.

a. Parking Lot Management Negotiations – Update

Airport Finance/Contracts Administrator Emerick briefed the Board on the Parking Lot Management negotiation status and commented that a proposed agreement has been provided to The Car Park for their review and comment. In addition, an equipment demonstration has been scheduled for the purpose of reviewing the automated parking equipment The Car Park is proposing to replace the Airport's current aging equipment.

Board Member Schoen asked if they were going to preview the actual equipment.

Airport Finance/Contracts Administrator Emerick explained that the equipment demonstration will be provided by the same manufacturer that the Airport currently utilizes. The Car Park is proposing and will be demonstrating a newer model of that manufacture's product.

b. Communications Services RFQ - Update

Airport Manager Pomeroy updated the Board regarding the Communications RFQ and mentioned that a Draft Communications Plan has been completed. The Board Review Committee is anticipated to meet in November to review the plan.

c. ACTION: Disadvantaged Business Enterprise (DBE) Program Policy Statement (49CFR Part 26 Construction) Consider Execution of Policy

Airport Manager Pomeroy briefed the Board on the requested changes to the DBE Policy Statement. He commented that the changes had been made at the direction of the Board.

Airport Attorney Laski recommended that it would be good practice to clarify the Friedman Memorial Airport Authority Board versus the Airport Sponsors. He reiterated that the document has been revised to reflect FMAA sponsors, who are in fact, able to make the proposed assurances.

Board Member Schoen noted that the question of whether FMAA should be the airport sponsor has remained unresolved since suspension of the airport relocation process.

Chairman Keirn opened the discussion for public comment.

No public comment was made

MOTION:

Made by Board Member Schoen to approve the FMA Disadvantaged Business Enterprise (DBE) Program Policy Statement as amended and authorize the Chair to sign. Seconded by Board Member Fairfax.

PASSED UNANIMOUSLY

d. FMAA Amended Regulation No. 94-1 Revision

Airport Manager Pomeroy opened the discussion for Airport Attorney Laski regarding the proposed revisions to the FMA Ground Transportation Service Provider (GTSP) Regulation No. 94-1. He commented that the revisions address procedures for Transportation Network Companies (TNC) such as Uber/Lyft operations as well as general clarifications and updates.

Airport Attorney Laski recapitulated the proposed revisions to Regulation 94-1 and commented on the following points;

- TNC's are exempt from Airport regulations per Idaho Statute §49-3715.
- Local taxi cab companies are trying to operate as TNC's to avoid Airport regulations.
- A possible solution may be to offer TNC's Airport parking stickers and preferential parking.
- Consider collaborating with other Idaho Airports and Idaho State Regulators to amend the TNC Statute to remove the ability for TNCs to operate without regulation while on airport property.

Airport Manager Pomeroy commented that Idaho has seven commercial airports looking to regulate TNC's while on airport property. He suggested that a lobbying effort could be initiated through the Idaho Airport Management Association (IAMA).

Chairman Keirn agreed with Airport Manager Pomeroy and asked that he proceed as described.

Board Member Schoen commented that GTSPs are not allowed to solicit customers and TNCs create an unfair market for taxi cab companies.

VII. NEW BUSINESS

A. Consent Agenda -- Consider adding to FMAA Meeting Agenda.

Board Chairman Keirn opened the discussion for Airport Attorney Laski to brief the Board on the proposal to add an FMAA Meeting Consent Agenda.

Airport Attorney Laski briefed the Board on the proposed consent agenda that included the following points:

- Airport Attorney Laski has discussed the consent agenda proposal with the City and County Attorneys.
- This is an effort to streamline procurements that are exempt from bidding requirements, but that are more than a specified amount in order to ensure that the procurement is in the best interest of the Airport.
- Airport Attorney Laski suggested that the Board develop a resolution that clarifies which contracts need to be approved by the Board and which contracts would grant Staff the authority to execute under an established amount.

Vice Chairman Greenberg commented that he is in favor of the Board reviewing Airport contracts. He also stated that the Board has entrusted the Finance Committee with examination of expenses through the payables review process.

Board Member McCleary commented and clarified that the County has a portion of their agenda that is dedicated to contracts and these are reviewed every week. She also stated that she would like the opportunity to review contracts in an email version and would feel obligated to do so before the meeting.

Board Member Schoen stated that if the Board proceeds with the consent agenda they would only be able to review contracts monthly and that may negatively impact vendors.

Board Member Fairfax commented that, in the past, these types of expenses had been discussed between the Chairman and the Airport Manager. The Finance Committee reviews expenses during the payables review process.

Chairman Keirn instructed Airport Attorney Laski to create a consent agenda resolution for Board review.

VIII. PUBLIC COMMENT

No Public Comment was made.

IX. ADJOURNMENT

The November 7, 2017 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 6:52 p.m.

Lawrence Schoen, Secretary

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

Friedman Memorial Airport

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

October 2016 through September 2017

	Oct '16 - Sep 17	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
4000-00 • AIRCARRIER				
4000-01 • Aircarrier - Lease Space	84,521.16	106,500.00	-21,978.84	79.4%
4000-02 • Aircarrier - Landing Fees	187,568.65	165,000.00	22,568.65	113.7%
4000-03 • Aircarrier - Gate Fees	1,200.00	2,400.00	-1,200.00	50.0%
4000-04 • Aircarrier - Utility Fees	23,754.98	20,000.00	3,754.98	118.8%
4000-05 • Aircarrier - Misc.	0.00	4,800.00	-4,800.00	0.0%
4010-07 • Aircarrier - '14 PFC App	353,927.94	325,000.00	28,927.94	108.9%
Total 4000-00 • AIRCARRIER	650,972.73	623,700.00	27,272.73	104.4%
4020-00 • TERMINAL AUTO PARKING REVENUE				
4020-01 • Automobile Parking - Terminal	267,875.39	250,000.00	17,875.39	107.2%
Total 4020-00 • TERMINAL AUTO PARKING REVENUE	267,875.39	250,000.00	17,875.39	107.2%
4030-00 • AUTO RENTAL REVENUE				
4030-01 • Automobile Rental - Commission	576,407.73	500,000.00	76,407.73	115.3%
4030-02 • Automobile Rental - Counter	26,745.84	27,000.00	-254.16	99.1%
4030-03 • Automobile Rental - Auto Prkng	66,746.92	64,500.00	2,246.92	103.5%
4030-04 • Automobile Rental - Utilities	4,978.89	2,500.00	2,478.89	199.2%
Total 4030-00 • AUTO RENTAL REVENUE	674,879.38	594,000.00	80,879.38	113.6%
4040-00 • TERMINAL CONCESSION REVENUE				
4040-01 • Terminal Shops - Commission	0.00	0.00	0.00	0.0%
4040-02 • Terminal Shops - Lease Space	12.00	0.00	12.00	100.0%
4040-03 • Terminal Shops - Utility Fees	1,657.79	0.00	1,657.79	100.0%
4040-10 • Advertising - Commission	51,966.00	47,000.00	4,966.00	110.6%
4040-11 • Vending Machines - Commission	15,709.08	17,000.00	-1,290.92	92.4%
4040-12 • Terminal ATM	343.50	300.00	43.50	114.5%
Total 4040-00 • TERMINAL CONCESSION REVENUE	69,688.37	64,300.00	5,388.37	108.4%
4050-00 • FBO REVENUE				
4050-01 • FBO - Lease Space	211,767.51	240,000.00	-28,232.49	88.2%
4050-02 • FBO - Tiedown Fees	437,231.49	500,000.00	-62,768.51	87.4%
4050-03 • FBO - Landing Fees - Trans.	347,118.12	330,000.00	17,118.12	105.2%
4050-04 • FBO - Commission	25,717.98	18,000.00	7,717.98	142.9%
4050-07 • FBO - Miscellaneous	9,077.59			
Total 4050-00 • FBO REVENUE	1,030,912.69	1,088,000.00	-57,087.31	94.8%
4060-00 • FUEL FLOWAGE REVENUE				
4060-01 • Fuel Flowage - FBO	335,960.07	300,000.00	35,960.07	112.0%
Total 4060-00 • FUEL FLOWAGE REVENUE	335,960.07	300,000.00	35,960.07	112.0%
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%

ATTACHMENT 3

5:15 PM

11/28/17

Accrual Basis

Friedman Memorial Airport

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

October 2016 through September 2017

	Oct '16 - Sep 17	Budget	\$ Over Budget	% of Budget
4080-00 - HANGAR REVENUE				
4080-01 - Land Lease - Hangar	401,768.61	450,000.00	11,768.61	102.6%
4080-02 - Land Lease - Hangar/Trans. Fee	9,852.40	5,500.00	4,352.40	178.1%
4080-03 - Hangar/Utilities (E&I, 11, 24)	1,569.60	1,600.00	-30.40	98.1%
Total 4080-00 - HANGAR REVENUE	473,190.61	457,100.00	16,090.61	103.5%
4090-00 - TIEDOWN PERMIT FEES REVENUE				
4090-01 - Tiedown Permit Fees (FMA)	10,717.17	12,000.00	-1,282.83	89.3%
4090-02 - Tiedown - Gov. Fire Support	400.00			
Total 4090-00 - TIEDOWN PERMIT FEES REVENUE	11,117.17	12,000.00	-882.83	92.6%
4100-00 - CARGO CARRIERS REVENUE				
4100-01 - Cargo Carriers - Landing Fees	9,924.28	13,000.00	-3,075.72	76.3%
4100-02 - Cargo Carriers - Tiedown	2,970.00	0.00	2,970.00	100.0%
Total 4100-00 - CARGO CARRIERS REVENUE	12,894.28	13,000.00	-105.72	99.2%
4110-00 - MISCELLANEOUS REVENUE				
4110-01 - Misc. Revenue	13,236.83			
4110-05 - Misc. Incident/Accident	0.00			
4110-06 - Misc. - Security-Prox. Cards	0.00	32,000.00	-32,000.00	0.0%
4110-09 - Miscellaneous Expense Reimburse	13,548.40			
Total 4110-00 - MISCELLANEOUS REVENUE	26,785.23	32,000.00	-5,214.77	83.7%
4120-00 - GROUND TRANSP. PERMIT REVENUE				
4120-01 - Ground Transportation Permit	15,550.00	13,500.00	2,050.00	115.2%
4120-02 - GTSP - Trip Fee	3,200.00	3,500.00	-300.00	91.4%
Total 4120-00 - GROUND TRANSP. PERMIT REVENUE	18,750.00	17,000.00	1,750.00	110.3%
4400-00 - TSA/SECURITY				
4400-02 - Terminal Lease	40,365.00	40,400.00	-35.00	99.9%
4400-03 - Security Prox. Cards	36,182.00	0.00	36,182.00	100.0%
Total 4400-00 - TSA/SECURITY	76,547.00	40,400.00	36,147.00	189.5%
4500-00 - IDAHO STATE GRANT PROGRAM REV.				
4500-18 - SUN-18 SKW E-175 Certification	0.00	0.00	0.00	0.0%
Total 4500-00 - IDAHO STATE GRANT PROGRAM REV.	0.00	0.00	0.00	0.0%
4510-00 - DOT/Small Community Air Service				
4510-01 - Small Community Air Service	0.00	0.00	0.00	0.0%
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 REVENUE				
4520-07 - Interest Revenue - '14 PFC	16.53	0.00	16.53	100.0%
4600-00 - Interest Revenue - General	14,949.99	1,500.00	13,449.99	996.7%
Total 4520-00 - INTEREST REVENUE	14,966.52	1,500.00	13,466.52	997.8%

5:15 PM

11/28/17

Accrual Basis

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined '17)
 October 2016 through September 2017

	Oct '16 - Sep 17	Budget	\$ Over Budget	% of Budget
4742-00 - AIP 42 - Project Air Carr. Apr				
4742-01 - AIP '42 Air Carr. Apron	142,425.95	187,500.00	-45,074.05	76.0%
Total 4742-00 - AIP 42 - Project Air Carr. Apr	142,425.95	187,500.00	-45,074.05	76.0%
4743-00 - AIP 43 - Air Carrier /Pkg. Lot				
4743-01 - AIP 43 - Air Carrier/Pkg. Lot	280,963.84	1,992,200.00	-1,711,236.16	14.1%
Total 4743-00 - AIP 43 - Air Carrier /Pkg. Lot	280,963.84	1,992,200.00	-1,711,236.16	14.1%
4744-00 - AIP '44 RPZ Acquisition EA				
4744-01 - AIP '44 - RPZ Acquisition - EA	69,729.54			
Total 4744-00 - AIP '44 RPZ Acquisition EA	69,729.54			
Total Income	4,157,877.59	6,173,200.00	-2,015,322.41	67.4%
Gross Profit	4,157,877.59	6,173,200.00	-2,015,322.41	67.4%

5:15 PM

11/28/17

Accrual Basis

Friedman Memorial Airport

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

October 2016 through September 2017

Expense	Oct '16 - Sep 17	Budget	\$ Over Budget	% of Budget
EXPENDITURES				
"A" EXPENSES				
5000-01 · Salaries - Airport Manager	137,925.00	156,900.00	-18,975.00	87.9%
5000-02 · Salaries - Asst. Airport Manager	0.00	85,000.00	-85,000.00	0.0%
5010-00 · Salaries - Contracts/Finance Adm	99,784.46	95,906.57	3,877.89	104.0%
5010-01 · Salaries - Office Asst.	196,730.49	189,004.00	7,726.49	104.1%
5020-00 · Salaries - ARFF/OPS Manager	96,876.95	95,906.57	970.38	101.0%
5030-00 · Salaries - ARFF/OPS Specialist	334,947.71	340,772.84	-5,825.13	98.3%
5040-00 · Salaries-ASC/Sp.Prct./Ex. Asst	75,569.08	75,000.00	569.08	100.8%
5050-00 · Salaries-Seasonal-Snow Removal	23,099.50	38,000.00	-14,900.50	60.8%
5050-01 · Salaries - Seasonal - Arpt Host	3,570.00	0.00	3,570.00	100.0%
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	60,438.29	20,000.00	40,438.29	302.2%
5060-04 · OT - Security	0.00	5,000.00	-5,000.00	0.0%
5100-00 · Retirement	120,820.21	130,000.00	-9,179.79	92.9%
5110-00 · Social Security/Medicare	76,766.42	85,000.00	-8,233.58	90.3%
5120-00 · Life Insurance	1,556.58	1,700.00	-143.42	91.6%
5130-00 · Medical Insurance	156,672.44	210,000.00	-53,327.56	74.6%
5160-00 · Workman's Compensation	13,150.50	15,000.00	-1,849.50	87.7%
5170-00 · Unemployment Claims	31.32			
Total "A" EXPENSES	1,397,938.95	1,584,683.43	-186,744.48	88.2%
"B" EXPENDITURES				
6000-00 · TRAVEL EXPENSE				
6000-01 · Travel	16,766.20	12,000.00	4,766.20	139.7%
Total 6000-00 · TRAVEL EXPENSE	16,766.20	12,000.00	4,766.20	139.7%
6010-00 · SUPPLIES/EQUIPMENT EXPENSE				
6010-01 · Supplies - Office	10,344.63	8,500.00	1,844.63	121.7%
6010-03 · Supplies - Computer	4,843.34	4,500.00	343.34	107.6%
Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE	15,187.97	13,000.00	2,187.97	116.8%
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	40,615.60	40,500.00	115.60	100.3%
6020-04 · Insurance - Licensed Vehicles	4,673.00	7,000.00	-2,327.00	66.8%
Total 6020-00 · INSURANCE	62,330.86	63,500.00	-1,169.14	98.2%

Friedman Memorial Airport

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

October 2016 through September 2017

	Oct '16 - Sep 17	Budget	\$ Over Budget	% of Budget
6030-00 • UTILITIES				
6030-01 • Utilities - Gas/Terminal	16,986.89	20,000.00	-3,013.11	84.9%
6030-02 • Utilities - Gas/AOB & Cold Stor	8,097.13	10,000.00	-1,902.87	81.0%
6030-03 • Utilities - Elect./Runway&PAPI	7,829.56	7,000.00	829.56	111.9%
6030-04 • Utilities - Elec./AOB & Cold St	9,894.86	12,000.00	-2,105.14	82.5%
6030-05 • Utilities - Electric/Terminal	43,540.04	40,000.00	3,540.04	108.9%
6030-06 • Utilities - Telephone	15,720.68	12,000.00	3,720.68	131.0%
6030-07 • Utilities - Water	11,978.94	1,500.00	10,478.94	798.6%
6030-08 • Utilities - Garbage Removal	8,838.96	10,000.00	-1,161.04	98.4%
6030-09 • Utilities - Sewer	3,626.68	4,000.00	-373.32	90.7%
6030-11 • Utilities - Electric/Tower	5,306.22	6,000.00	-693.78	88.4%
6030-12 • Utilities - Elec./Brdfnd.Hghl	429.73	700.00	-270.27	61.4%
6030-15 • Utilities - Elec/AWOS	3,089.38	3,000.00	89.38	103.0%
6030-16 • Utilities - Elec. Wind Cone	114.75	150.00	-35.25	76.5%
6030-17 • Utilities - Elec./Gas- Hangar	4,521.65	200.00	4,321.65	2,260.8%
Total 6030-00 • UTILITIES	140,975.47	126,550.00	14,425.47	111.4%
6040-00 • SERVICE PROVIDER				
6040-01 • Service Provider - General	0.00	2,200.00	-2,200.00	0.0%
6040-02 • Service Provider - Term. Serv.	5,938.68	900.00	5,038.68	659.9%
6040-03 • Service Provider - AOB Services	28,146.41	10,000.00	19,146.41	291.5%
6040-04 • Service Provider - Operations	15,022.00	0.00	15,022.00	100.0%
6040-05 • Service Provider - Internet Ter	0.00	1,800.00	-1,800.00	0.0%
6040-06 • Service Provider - SSI Movement	0.00	9,850.00	-9,850.00	0.0%
6040-07 • Serv. Provider - Security CMS	0.00	100,000.00	-100,000.00	0.0%
6040-08 • Service Provider - Part 139 Arp	0.00	3,000.00	-3,000.00	0.0%
6040-09 • Service Provider - Elec. Filing	0.00	13,800.00	-13,800.00	0.0%
6040-10 • Service Provider - Term. Flight	0.00	6,200.00	-6,200.00	0.0%
6040-11 • Service Provider - Term. Satell	0.00	6,000.00	-6,000.00	0.0%
6040-12 • Service Provider - Certif. Mana	0.00	1,000.00	-1,000.00	0.0%
Total 6040-00 • SERVICE PROVIDER	50,107.09	154,750.00	-104,642.91	32.4%
6050-00 • PROFESSIONAL SERVICES				
6050-01 • Professional Services - Legal	30,615.30	70,000.00	-39,384.70	43.7%
6050-02 • Professional Serv. - Audit/Fina	44,809.93	45,000.00	-190.07	99.6%
6050-03 • Professional Services - Engines	16,068.75	8,000.00	8,068.75	200.9%
6050-04 • Professional Services - ARFF	0.00	4,000.00	-4,000.00	0.0%
6050-05 • Professional Services - Gen.	14,051.62	10,000.00	4,051.62	140.5%
6050-08 • Professional Services - Securit	0.00	4,000.00	-4,000.00	0.0%
6050-10 • Prof. Svcs.-IT/Comp. Support	11,821.25	25,000.00	-13,178.75	47.3%
6050-12 • Prof. Serv.-Planning Air Serv.	2,035.00	15,000.00	-12,965.00	13.6%
6050-13 • Prof. Serv.-Website Des.& Maint	7,687.78	2,000.00	5,687.78	384.4%
6050-15 • Prof. Serv.-Comm.Coord/Pub.Outr	8,412.68	20,000.00	-11,587.32	42.1%
6050-17 • Prof. Serv. - Airspace Consult.	11,155.19	0.00	11,155.19	100.0%
Total 6050-00 • PROFESSIONAL SERVICES	146,657.50	203,000.00	-56,342.50	72.2%

5:15 PM

11/28/17

Accrual Basis

Friedman Memorial Airport

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

October 2016 through September 2017

	Oct '16 - Sep 17	Budget	\$ Over Budget	% of Budget
6060-00 - MAINTENANCE-OFFICE EQUIPMENT				
6060-01 - Maint.-Office Equip./Gen.	23.09	0.00	23.09	100.0%
6060-04 - Maintenance - Copier	2,340.95	2,500.00	-159.05	93.6%
6060-05 - Maintenance - Phone	1,215.00	1,500.00	-285.00	81.0%
Total 6060-00 - MAINTENANCE-OFFICE EQUIPMENT	3,579.04	4,000.00	-420.96	89.5%
6070-00 - RENT/LEASE OFFICE EQUIPMENT				
6070-02 - Rent/Lease - Postage Meter	1,248.00	1,400.00	-152.00	89.1%
Total 6070-00 - RENT/LEASE OFFICE EQUIPMENT	1,248.00	1,400.00	-152.00	89.1%
6080-00 - DUES/MEMBERSHIPS/PUBLICATIONS E				
6080-01 - Dues/Memberships/Publications	10,853.94	15,000.00	-4,146.06	72.4%
6080-04 - Airport Marketing	23,294.49	20,000.00	3,294.49	116.5%
6080-06 - Marketing - SCASDP	0.00	25,000.00	-25,000.00	0.0%
Total 6080-00 - DUES/MEMBERSHIPS/PUBLICATIONS E	34,148.43	60,000.00	-25,851.57	56.9%
6090-00 - POSTAGE				
6090-01 - Postage/Courier Service	1,243.01	2,000.00	-756.99	62.2%
Total 6090-00 - POSTAGE	1,243.01	2,000.00	-756.99	62.2%
6100-00 - EDUCATION/TRAINING				
6100-01 - Education/Training - Admin.	5,110.00	15,000.00	-9,890.00	34.1%
6100-02 - Education/Training - OPS	3,178.04	3,500.00	-321.96	90.8%
6100-03 - Education/Training - ARFF	11,971.75	17,000.00	-5,028.25	70.4%
6100-04 - Ed/Train. - ARFF Trienn. Drill	4,495.39	3,000.00	1,495.39	149.8%
6100-05 - Education - Noise Abatement	1,470.03	10,000.00	-8,529.97	14.7%
6100-06 - Education - Security	0.00	10,000.00	-10,000.00	0.0%
6100-07 - Education - Public Outreach	4,763.07	0.00	4,763.07	100.0%
6100-08 - Education/Training - HFD Coop.	997.50	0.00	997.50	100.0%
Total 6100-00 - EDUCATION/TRAINING	31,985.78	58,500.00	-26,514.22	54.7%
6110-00 - CONTRACTS				
6110-01 - Contracts - General	708.35	0.00	708.35	100.0%
6110-02 - Contracts - FMAA	42,000.00	42,000.00	0.00	100.0%
6110-03 - Contracts - FBO/Fee Collection	58,800.00	58,900.00	-100.00	99.8%
6110-04 - Contracts - COH LEO	0.00	5,000.00	-5,000.00	0.0%
6110-05 - Contracts - Janitorial	0.00	50,000.00	-50,000.00	0.0%
6110-07 - Contracts - Snow Removal	0.00	25,000.00	-25,000.00	0.0%
6110-08 - Contracts - Eccles Tree Lights	47,500.00	30,000.00	17,500.00	158.3%
Total 6110-00 - CONTRACTS	149,008.35	210,900.00	-61,891.65	70.7%
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%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined '17)
 October 2016 through September 2017

	Oct '16 - Sep 17	Budget	\$ Over Budget	% of Budget
6130-00 - MISCELLANEOUS EXPENSES				
6130-01 - Misc. - General	10,756.39	9,000.00	1,756.39	119.5%
6140-00 - Bank Fees	497.31	3,000.00	-2,502.69	16.6%
Total 6130-00 - MISCELLANEOUS EXPENSES	11,253.70	12,000.00	-746.30	93.8%
6400-00 - DOT/SCASGP				
6400-02 - DOT/SCASGP - FMAA	13,628.74			
Total 6400-00 - DOT/SCASGP	13,628.74			
Total "B" EXPENSES - ADMINISTRATIVE	678,120.14	931,700.00	-253,579.86	72.8%
"B" EXPENSES - OPERATIONAL				
6500-00 - SUPPLIES/EQUIPMENT-OPERATIONS				
6500-01 - Supplies/Equipment - General	2,011.98	2,500.00	-488.02	80.5%
6500-02 - Supplies/Equipment - Tools	5,175.88	12,500.00	-7,324.12	41.4%
6500-03 - Supplies/Equipment - Clothing	4,840.50	10,000.00	-5,159.50	48.4%
6500-04 - Supplies/Equipment - Janitorial	16,431.02	20,000.00	-3,568.98	82.2%
6500-05 - Supplies/Equipment - Deice	0.00	40,000.00	-40,000.00	0.0%
6500-06 - Supplies/Equipment - ARFF	0.00	10,000.00	-10,000.00	0.0%
Total 6500-00 - SUPPLIES/EQUIPMENT-OPERATIONS	28,458.38	95,000.00	-66,540.62	30.0%
6505-00 - EQUIP/VEHICLE - LEASE/RENTAL				
6505-01 - General	0.00	0.00	0.00	0.0%
Total 6505-00 - EQUIP/VEHICLE - LEASE/RENTAL	0.00	0.00	0.00	0.0%
6510-00 - FUEL/LUBRICANTS				
6510-01 - General	1,081.93	1,000.00	81.93	108.2%
6510-02 - Fuel	42,628.07	36,000.00	6,628.07	118.4%
6510-03 - Lubricants	3,987.40	3,000.00	987.40	132.9%
Total 6510-00 - FUEL/LUBRICANTS	47,697.40	40,000.00	7,697.40	119.2%
6520-00 - VEHICLES/MAINTENANCE				
6520-01 - R/M Equipment - General	8,332.83	2,000.00	6,332.83	416.6%
6520-06 - R/M Equip. - '85 Ford Dump	190.65	1,000.00	-809.35	19.1%
6520-08 - R/M Equip. - '96 Tiger Tractor	2,260.53	1,500.00	760.53	150.7%
6520-09 - R/M Equip. - '96 Oshkosh Swp.	2,782.53	3,000.00	-217.47	92.8%
6520-13 - R/M Equip. - Crafcro Crack Flr.	0.00	1,000.00	-1,000.00	0.0%
6520-17 - R/M Equip. '01 Case 921 Ldr.	1,744.45	0.00	1,744.45	100.0%
6520-18 - R/M Equip. - '97 Chevy Blazer	43.14	1,000.00	-956.86	4.3%
6520-19 - R/M Equip. '02 Ford F-150 PU	392.25	1,000.00	-607.75	39.2%
6520-20 - R/M Equip. - '02 Kodiak Blower	2,666.51	1,000.00	1,666.51	266.7%
6520-24 - R/M Equip. - '01 Ford F-250	0.00	1,500.00	-1,500.00	0.0%
6520-25 - R/M Equip. - '04 Batts De-Ice	2,371.54	2,000.00	371.54	118.6%
6520-28 - R/M Equip.-'06 Case 621 Loader	541.40	2,500.00	-1,958.60	21.7%
6520-29 - R/M Equip.-'10 Waus Broom/Plow	19,120.95	5,000.00	14,120.95	382.4%
6520-30 - R/M Equip.-'05 Ford F-350	4,703.60	1,500.00	3,203.60	313.6%
6520-31 - R/M Equip.-'10 Oshkosh Blower	8,274.71	3,000.00	5,274.71	275.8%
6520-32 - R/M Equip. - '09 Mini Truck	74.70	500.00	-425.30	14.9%
6520-34 - R/M Equip. - '12 Case 921F Load	1,571.38	2,000.00	-428.62	78.6%

5:15 PM

11/28/17

Accrual Basis

Friedman Memorial Airport

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

October 2016 through September 2017

	Oct '16 - Sep 17	Budget	\$ Over Budget	% of Budget
6520-35 · R/M Equip. - '14 Ford Explorer	704.78	500.00	204.78	141.0%
6520-37 · R/M Equip. - '15 Tool Cat	1,501.24	2,000.00	-498.76	75.1%
6520-38 · R/M Equip. - '15 Wausau Broom	2,331.56	3,000.00	-668.44	77.7%
6520-40 · R/M Equip. - '17 Ford-350 Super	1,772.81	0.00	1,772.81	100.0%
Total 6520-00 · VEHICLES/MAINTENANCE	61,381.56	35,000.00	26,381.56	175.4%
6530-00 · ARFF MAINTENANCE				
6530-01 · ARFF Maint. Gen/Supplies	15,412.14	2,000.00	13,412.14	770.6%
6530-03 · ARFF Maint. - '87 Oshkosh	372.23	2,000.00	-1,627.77	18.6%
6530-04 · ARFF Maint. - Radios	1,535.53	1,000.00	535.53	153.6%
6530-05 · ARFF MAINT. - '03 E-One	935.95	2,000.00	-1,064.05	46.8%
Total 6530-00 · ARFF MAINTENANCE	18,255.85	7,000.00	11,255.85	260.8%
6540-00 · REPAIRS/MAINTENANCE - BUILDING				
6540-01 · R/M Bldg. - General	508.97	500.00	8.97	101.8%
6540-02 · R/M Bldg. - Terminal	88,248.08	25,000.00	63,248.08	353.0%
6540-03 · R/M Bldg. - Terminal Concession	378.80	4,000.00	-3,621.20	9.5%
6540-04 · R/M Bldg. - Cold Storage	2,508.35	1,000.00	1,508.35	250.8%
6540-05 · R/M Bldg. - AOB/SHOP	12,163.84	4,000.00	8,163.84	304.1%
6540-06 · R/M Bldg. - Hangars	1,080.10	0.00	1,080.10	100.0%
6540-07 · R/M Bldg. - Tower	2,398.24	1,000.00	1,398.24	239.8%
6540-08 · R/M Bldg. - Parking Booth	1,706.68	500.00	1,206.68	341.3%
6540-09 · R/M Bldg. - Landscaping	0.00	4,000.00	-4,000.00	0.0%
Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING	108,993.06	40,000.00	68,993.06	272.5%
6550-00 · REPAIRS/MAINTENANCE - AIRSIDE				
6550-01 · R/M - General	790.32	1,000.00	-209.68	79.0%
6550-02 · R/M - Airfield/Runway	88,459.29	10,000.00	78,459.29	884.6%
6550-03 · R/M - Runway	0.00	5,000.00	-5,000.00	0.0%
6550-04 · R/M - Lights	11,424.33	10,000.00	1,424.33	114.2%
6550-05 · R/M - Grounds	0.00	2,000.00	-2,000.00	0.0%
Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE	100,673.94	28,000.00	72,673.94	359.5%
6551-00 · REPAIRS/MAINTENANCE - LANDSIDE				
6551-01 · R/M - General	0.00	0.00	0.00	0.0%
6551-02 · R/M - Parking Lot	1,278.45	0.00	1,278.45	100.0%
6551-03 · R/M - Landscaping	4,934.08	0.00	4,934.08	100.0%
Total 6551-00 · REPAIRS/MAINTENANCE - LANDSIDE...	6,212.53	0.00	6,212.53	100.0%
6560-00 · SECURITY EXPENSE				
6560-01 · Security - General	36,377.87	50,000.00	-13,622.13	72.8%
6560-02 · Security - Law Enf. Off. (LEO)	3,264.00	0.00	3,264.00	100.0%
6560-03 · Security - Subscription Licen.	42,650.00	0.00	42,650.00	100.0%
6560-04 · Security - Perim./Access/CCTV	8,557.86	0.00	8,557.86	100.0%
6560-05 · Security - Professional Serv.	0.00	0.00	0.00	0.0%
6560-06 · Security - Prof. Services/IT	0.00	0.00	0.00	0.0%
Total 6560-00 · SECURITY EXPENSE	90,849.73	50,000.00	40,849.73	181.7%

Friedman Memorial Airport

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

October 2016 through September 2017

	Oct '16 - Sep 17	Budget	\$ Over Budget	% of Budget
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU				
6570-01 · R/M Aeronautical Equip - NDB/DME	8,686.80	9,000.00	-313.20	96.5%
6570-02 · R/M Aeronautical Equip. - Tower	9,268.81	7,000.00	2,268.81	132.4%
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	8,746.80	9,000.00	-253.20	97.2%
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL ...	26,702.41	25,000.00	1,702.41	106.8%
Total "B" EXPENSES - OPERATIONAL	489,225.86	320,000.00	169,225.86	152.9%
Total "B" EXPENDITURES	1,167,346.00	1,251,700.00	-84,354.00	93.3%
"C" EXPENSES				
7001-00 · CAPITAL EXPENDITURES				
7001-0* · CONTINGENCY	0.00	0.00	0.00	0.0%
7001-02 · Buildings and Improvements	13,034.75	65,000.00	-51,965.25	20.1%
7001-03 · Airfield & General Improvements	2,705.58			
7001-04 · Office Equipment	0.00	3,000.00	-3,000.00	0.0%
7001-05 · Maintenance Equipment /Vehicle	118,087.12	87,300.00	30,787.12	135.3%
7001-06 · Assessments/Plans/Studies	14,640.00	20,000.00	-5,360.00	73.2%
7001-09 · Security Equipment	0.00	0.00	0.00	0.0%
Total 7001-00 · CAPITAL EXPENDITURES	148,467.45	175,300.00	-26,832.55	84.7%
7110-00 · DOT/SCADGP				
7110-01 · DOT/SCASGP	0.00	0.00	0.00	0.0%
7110-02 · DOT/SCASGP - FMAA	0.00	534,000.00	-534,000.00	0.0%
Total 7110-00 · DOT/SCADGP	0.00	534,000.00	-534,000.00	0.0%
7500-00 · IDAHO STATE GRANT PROGRAM				
7500-18 · '18 ITD Grant (SUN-17 ITD/FMA)	0.00	0.00	0.00	0.0%
Total 7500-00 · IDAHO STATE GRANT PROGRAM	0.00	0.00	0.00	0.0%
7541-00 · AIP 41 SA Ph. III -Runway/Term.				
7541-01 · AIP '41	0.00	0.00	0.00	0.0%
7541-02 · AIP '41 - Non-Eligible	133,303.65			
7541-04 · AIP '41 - AIP FMA Portion	0.00			
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 - AC Apron Dsgn				
7542-01 · AIP '42 - Eligible	213,102.18	150,000.00	63,102.18	142.1%
7542-02 · AIP '42 Non-Eligible	0.00	50,000.00	-50,000.00	0.0%
Total 7542-00 · AIP '42 EXPENSE - AC Apron Dsgn	213,102.18	200,000.00	13,102.18	106.6%

5:15 PM

11/28/17

Accrual Basis

Friedman Memorial Airport

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

October 2016 through September 2017

	Oct '16 - Sep 17	Budget	\$ Over Budget	% of Budget
7543-00 · AIP '43 EXPENSE - Air Carr. Apr				
7543-01 · AIP '43 · AC Apron - Eligible	308,764.60	1,525,000.00	-1,216,235.40	20.2%
7543-02 · AIP '43 · Parking - Non-Eligible	18,063.43	600,000.00	-581,936.57	3.0%
7543-05 · AIP '43 · Retainer - Eligible	-9,119.48			
7543-06 · AIP '43 · Non-Elig. Retainer	-677.42			
Total 7543-00 · AIP '43 EXPENSE - Air Carr. Apr	317,031.13	2,125,000.00	-1,807,968.87	14.9%
7544-00 · AIP '44 EXPENSE RPZ EA				
7544-01 · AIP '44 · Eligible	74,378.20			
Total 7544-00 · AIP '44 EXPENSE RPZ EA	74,378.20			
7545-00 · AIP '45 EXPENSE - RPZ Acq.				
7545-01 · AIP '45 · Eligible	78,655.00			
Total 7545-00 · AIP '45 EXPENSE - RPZ Acq.	78,655.00			
9001-00 · PFC 14-09-C-00-SUN				
9001-02 · PFC '14 Acquire SRE	416.25			
9001-03 · PFC '14 Master Plan	48,593.39	150,000.00	-101,406.61	32.4%
9001-15 · PFC '14 Rehab Terminal Bldg.	0.00			
9001-18 · PFC '14 Runway Rehabilitation	4,137.18			
Total 9001-00 · PFC 14-09-C-00-SUN	53,146.82	150,000.00	-96,853.18	35.4%
Total "C" EXPENSES	1,028,084.42	3,184,300.00	-2,156,215.58	32.3%
Total EXPENDITURES	3,593,369.37	6,020,683.43	-2,427,314.06	59.7%
Total Expense	3,593,369.37	6,020,683.43	-2,427,314.06	59.7%
Net Ordinary Income	564,508.22	152,516.57	411,991.65	370.1%
Net Income	564,508.22	152,516.57	411,991.65	370.1%

Friedman Memorial Airport Budget Performance Summary by Fiscal Year - Combined October 2016 - September 2017																	
	Oct. 16 Actual	Nov. 16 Actual	Dec. 16 Actual	Jan. 17 Actual	Feb. 17 Actual	Mar. 17 Actual	Apr. 17 Actual	May. 17 Actual	June 17 Actual	July 17 Actual	Aug. 17 Actual	Sept. 17 Actual	Oct. 16 - Sept. 17	FY '17 Budget	Budget Remaining	% of Budget Remaining	Notes
REVENUE																	
4000-00 · AIRCARRIER																	
4000-01 · Aircarrier - Lease Space	7,043.43	7,043.43	7,043.43	7,043.43	7,043.43	7,043.43	7,043.43	7,043.43	7,043.43	7,043.43	7,043.43	7,043.43	84,521.16	106,500.00	21,978.84	20.64%	Set lease rate - lease negotiation process in progress Adjusted: To reflect actual lease rate (\$84,521.16)
4000-02 · Aircarrier - Landing Fees	7,322.44	7,232.75	14,270.37	15,693.56	15,829.19	23,039.11	7,035.00	7,531.85	16,749.54	28,064.95	27,653.21	17,146.68	187,568.65	165,000.00	-22,568.65	-13.68%	Previous year actuals are higher than budget Increase based on trend (22%)
4000-03 · Aircarrier - Gate Fees	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	1,200.00	2,400.00	1,200.00	50.0%	Set lease rate - lease negotiation process in progress
4000-04 · Aircarrier - Utility Fees	30.00	30.00	3,117.27	30.00	30.00	9,212.52	30.00	30.00	5,480.36	30.00	30.00	5,704.83	23,754.98	20,000.00	-3,754.98	-18.78%	Previous year actuals are higher than budget
4010-05 · Aircarrier - Misc.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,800.00	4,800.00	100.0%	Aircarrier ramp striping - United Airlines
4010-07 · Aircarrier - '14 PFC App	54,223.17	21.84	24,519.79	50,712.74	6,047.19	38,503.60	27,874.63	47,368.90	65.85	70,350.38	34,153.15	86.70	353,927.94	325,000.00	-28,927.94	-8.9%	Previous year actuals are higher than budget Increase based on trend (22%)
Total 4000-00 · AIRCARRIER	68,719.04	14,428.02	49,050.86	73,579.73	29,049.81	77,898.66	42,083.06	62,074.18	29,439.18	105,588.76	68,979.79	30,081.64	650,972.73	623,700.00	-27,272.73	-4.37%	
4020-00 · TERMINAL AUTO PARKING REVENUE																	
4020-01 · Automobile Parking - Terminal	16,402.49	19,612.66	17,380.28	16,931.59	20,101.05	29,297.74	19,521.57	22,147.94	21,255.19	26,847.61	27,044.50	31,332.77	267,875.39	250,000.00	-17,875.39	-7.15%	
Total 4020-00 · TERMINAL AUTO PARKING REVENUE	16,402.49	19,612.66	17,380.28	16,931.59	20,101.05	29,297.74	19,521.57	22,147.94	21,255.19	26,847.61	27,044.50	31,332.77	267,875.39	250,000.00	-17,875.39	-7.15%	
4030-00 · AUTO RENTAL REVENUE																	
4030-01 · Automobile Rental - Commission	19,998.00	19,998.00	41,856.49	87,168.24	51,032.05	51,410.83	20,125.66	19,998.00	27,319.44	105,027.18	93,117.16	39,356.68	576,407.73	500,000.00	-76,407.73	-15.28%	Previous year actuals are higher than budget Adjustment: To consider previous year actual revenue (\$473,963.61)
4030-02 · Automobile Rental - Counter	2,228.82	2,228.82	2,228.82	2,228.82	2,228.82	2,228.82	2,228.82	2,228.82	2,228.82	2,228.82	2,228.82	2,228.82	26,745.84	27,000.00	254.16	0.94%	Set lease rate
4030-03 · Automobile Rental - Auto Prkng	18,201.16	4,201.16	4,201.16	4,201.16	4,201.16	4,201.16	4,201.16	4,201.16	4,201.16	4,201.16	6,534.16	4,201.16	66,746.92	64,500.00	-2,246.92	-3.48%	Includes additional overflow parking (Hertz) July - Sept.
4030-04 · Automobile Rental - Utilities	0.00	0.00	3,528.33	0.00	0.00	655.89	0.00	0.00	389.31	0.00	0.00	405.36	4,978.89	2,500.00	-2,478.89	-99.16%	Previous year actuals are higher than budget
Total 4030-00 · AUTO RENTAL REVENUE	40,427.98	26,427.98	51,814.80	93,598.22	57,462.03	58,496.70	26,555.64	26,427.98	34,138.73	111,457.16	101,880.14	46,192.02	674,879.38	594,000.00	-80,879.38	-13.62%	
4040-00 · TERMINAL CONCESSION REVENUE																	
4040-01 · Terminal Shops - Commisison	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	Current lease does not require commission fees
4040-02 · Terminal Shops - Lease Space	0.00	0.00	12.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.00	0.00	-12.00	0.0%	Current lease does not require lease fees
4040-03 · Terminal Shops - Utility Fees	0.00	0.00	207.24	0.00	0.00	655.90	0.00	0.00	389.31	0.00	0.00	405.34	1,657.79	0.00	-1,657.79	0.0%	Utilities not budgeted
4040-10 · Advertising - Commission	3,362.50	1,887.50	7,845.00	9,112.50	2,500.00	2,725.00	1,640.00	1,800.00	6,556.00	7,447.50	2,465.00	4,625.00	51,966.00	47,000.00	-4,966.00	-10.57%	Previous year actuals are higher than budget
4040-11 · Vending Machines - Commission	1,009.63	1,235.16	426.13	3,280.07	1,626.27	1,957.90	596.12	321.38	1,043.18	1,442.66	2,008.60	761.98	15,709.08	17,000.00	1,290.92	7.59%	Previous year actuals are higher than budget
4040-12 · Terminal ATM	13.50	13.00	74.50	50.00	25.00	74.50	32.00	10.50	8.00	42.50	0.00	0.00	343.50	300.00	-43.50	-14.5%	
Total 4040-00 · TERMINAL CONCESSION REVENUE	4,385.63	3,135.66	8,564.87	12,442.57	4,151.27	5,413.30	2,268.12	2,131.88	7,996.49	8,932.66	4,473.60	5,792.32	69,688.37	64,300.00	-5,388.37	-8.38%	
4050-00 · FBO REVENUE																	
4050-01 · FBO - Lease Space	42,612.18	5,796.42	5,796.42	42,612.18	5,796.42	5,796.42	42,760.95	5,945.19	5,945.19	42,760.95	5,945.19	0.00	211,767.51	240,000.00		11.76%	E-24 Lease anticipated to cancel Aug. 1, 2017 (-\$5796.45/mo.)/E-26 sold and revenue reflect in Hangar category (-\$6,825.00/qtr.)
4050-02 · FBO - Tiedown Fees	15,065.10	11,403.00	18,003.61	25,291.09	21,783.60	23,313.60	15,876.09	16,863.30	34,876.35	139,672.80	76,384.27	38,698.68	437,231.49	500,000.00	62,768.51	12.55%	Increase based on trend
4050-03 · FBO - Landing Fees - Trans.	14,677.42	10,376.28	32,920.97	29,737.44	25,628.63	24,495.86	12,954.41	15,373.94	23,805.30	79,300.92	54,377.05	23,469.90	347,118.12	330,000.00	-17,118.12	-5.19%	
4050-04 · FBO - Commission	1,154.11	843.92	2,473.66	3,038.32	2,539.96	1,795.43	1,016.96	939.79	2,010.43	5,814.45	2,345.59	1,745.36	25,717.98	18,000.00	-7,717.98	-42.88%	
4050-07 FBO- Miscellaneous	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9,077.59	0.00	0.00	9,077.59		-9,077.59		Increase based on trend (19%)
Total 4050-00 · FBO REVENUE	73,508.81	28,419.62	59,194.66	100,679.03	55,748.61	55,401.31	72,608.41	39,122.22	66,637.27	276,626.71	139,052.10	63,913.94	1,030,912.69	1,088,000.00	57,087.31	5.25%	
4060-00 · FUEL FLOWAGE REVENUE																	
4060-01 · Fuel Flowage - FBO	12,031.50	9,027.30	37,162.83	28,832.55	21,656.67	31,575.60	9,002.10	15,919.50	26,666.70	69,822.33	54,889.74	19,373.25	335,960.07	300,000.00	-35,960.07	-11.99%	Increase based on trend (29%)
Total 4060-00 · FUEL FLOWAGE REVENUE	12,031.50	9,027.30	37,162.83	28,832.55	21,656.67	31,575.60	9,002.10	15,919.50	26,666.70	69,822.33	54,889.74	19,373.25	335,960.07	300,000.00	-35,960.07	-11.99%	
4070-00 · TRANSIENT LANDING FEES REVENUE																	
4070-02 · Landing Fees - Non-Comm./Gov't	218.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	218.82	500.00	281.18	56.24%	
Total 4070-00 · TRANSIENT LANDING FEES REVENUE	218.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	218.82	500.00	281.18	56.24%	

Friedman Memorial Airport Budget Performance Summary by Fiscal Year - Combined October 2016 - September 2017																	
	Oct. 16 Actual	Nov. 16 Actual	Dec. 16 Actual	Jan. 17 Actual	Feb. 17 Actual	Mar. 17 Actual	Apr. 17 Actual	May. 17 Actual	June 17 Actual	July 17 Actual	Aug. 17 Actual	Sept. 17 Actual	Oct. 16 - Sept. 17	FY '17 Budget	Budget Remaining	% of Budget Remaining	Notes
4080-00 · HANGARS REVENUE																	
4080-01 · Land Lease - Hangar	92,612.40	7,383.46	8,532.96	96,846.32	7,383.46	7,904.00	98,407.94	7,584.79	7,383.46	112,955.44	7,383.46	7,390.92	461,768.61	450,000.00	-11,768.61	-2.62%	
4080-02 · Land Lease - Hangar/Trans. Fee	154.25	154.25	154.25	218.00	1,440.50	200.50	200.50	200.50	200.50	2,378.15	4,386.75	164.25	9,852.40	5,500.00	-4,352.40	-79.14%	
4080-03 · Hangar/Utilities (E8, E11, E24)	203.50	136.89	266.59	139.96	138.21	136.89	136.89	0.00	136.89	136.89	136.89	0.00	1,569.60	1,600.00	30.40	1.9%	Previous year higher than budget
Total 4080-00 · HANGAR REVENUE	92,970.15	7,674.60	8,953.80	97,204.28	8,962.17	8,241.39	98,745.33	7,785.29	7,720.85	115,470.48	11,907.10	7,555.17	473,190.61	457,100.00	-16,090.61	-3.52%	
4090-00 · TIEDOWN PERMIT FEES REVENUE																	
4090-01 · Tiedown Permit Fees (FMA)	7,439.25	652.50	1,818.46	0.00	0.00	0.00	0.00	0.00	-256.38	584.28	479.06	0.00	10,717.17	12,000.00	1,282.83	10.69%	\$1,000 at year end equal security deposits
4090-02 · Tiedown - Gov. Fire Support	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	400.00	0.00	400.00		-400.00		
Total 4090-00 · TIEDOWN PERMIT FEES REVENUE	7,439.25	652.50	1,818.46	0.00	0.00	0.00	0.00	0.00	-256.38	584.28	879.06	0.00	11,117.17	12,000.00	882.83	7.36%	
4100-00 · CARGO CARRIERS REVENUE																	
4100-01 · Cargo Carriers - Landing Fees	771.06	791.01	897.77	640.69	710.00	850.69	811.14	903.02	868.37	956.57	915.09	808.87	9,924.28	13,000.00	3,075.72	23.66%	
4100-02 · Cargo Carriers - Tiedown	2,970.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,970.00	0.00	-2,970.00	0.0%	
Total 4100-00 · CARGO CARRIERS REVENUE	3,741.06	791.01	897.77	640.69	710.00	850.69	811.14	903.02	868.37	956.57	915.09	808.87	12,894.28	13,000.00	105.72	0.81%	Previous year higher than budget
4110-00 · MISCELLANEOUS REVENUE																	
4110-01 · Misc. Revenue	0.00	5,372.52	3,570.00	4,125.00	0.00	0.00	75.00	69.44	-39.04	68.91	0.00	-5.00	13,236.83	0.00	-13,236.83	0.0%	Adjustment: Anticipated revenue from Atlantic to assist with airspace analysis (\$5000) & security (\$3500) during annual event
4110-05 · Misc. - Incident/Accident	0.00	0.00	-4,380.53	3,963.00	0.00	0.00	-450.00	-5,445.00	0.00	217.53	-156.25	6,251.25	0.00	0.00	0.00	0.0%	
4110-06 · Misc. - Security-Prox. Cards	17,912.00	1,540.00	1,910.00	2,230.00	1,520.00	1,050.00	1,500.00	0.00	1,700.00	1,000.00	1,000.00	0.00	31,362.00	32,000.00	638.00	1.99%	
4110-06 · Misc. - Security-Prox. Cards	-17,912.00	-1,540.00	-1,910.00	-2,230.00	-1,520.00	-1,050.00	-1,500.00	0.00	-1,700.00	-1,000.00	-1,000.00		-31,362.00		31,362.00		Moved to TSA/Security
4110-09 · Miscellaneous Expense Reimburse	0.00	-80.00	80.00	0.00	0.00	445.33	-445.33	0.00	0.00	0.00	13,548.40	0.00	13,548.40	0.00	-13,548.40	0.0%	
Total 4110-00 · MISCELLANEOUS REVENUE	0.00	5,292.52	-730.53	8,088.00	0.00	445.33	-820.33	-5,375.56	-39.04	286.44	13,392.15	6,246.25	26,785.23	32,000.00	5,214.77	16.3%	
4120-00 · GROUND TRANSP. PERMIT REVENUE																	
4120-01 · Ground Transportation Permit	0.00	600.00	11,000.00	1,550.00	0.00	0.00	0.00	100.00	800.00	500.00	0.00	1,000.00	15,550.00	13,500.00	-2,050.00	-15.19%	
4120-02 · GTSP - Trip Fee	300.00	300.00	300.00	300.00	300.00	220.00	220.00	220.00	240.00	240.00	280.00	280.00	3,200.00	3,500.00	300.00	8.57%	
Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	300.00	900.00	11,300.00	1,850.00	300.00	220.00	220.00	320.00	1,040.00	740.00	280.00	1,280.00	18,750.00	17,000.00	-1,750.00	-10.29%	
4400-00 · TSA/SECURITY																	
4400-02 · Terminal Lease	3,363.75	3,363.75	3,363.75	3,363.75	3,363.75	3,363.75	3,363.75	3,363.75	3,363.75	3,363.75	3,363.75	3,363.75	40,365.00	40,400.00	35.00	0.09%	CPI not included in the lease
4400-03 · Security-Proximity Card	17,912.00	1,540.00	1,910.00	2,480.00	1,520.00	1,050.00	660.00	1,180.00	3,360.00	1,220.00	2,130.00	1,220.00	36,182.00		-36,182.00	0.0%	Moved from 4110-06 · Misc. - Security-Prox.
Total 4400-00 · TSA/SECURITY	21,275.75	4,903.75	5,273.75	5,843.75	4,883.75	4,413.75	4,023.75	4,543.75	6,723.75	4,583.75	5,493.75	4,583.75	76,547.00	40,400.00	-36,147.00	-89.47%	
4510-00 · DOT/Small Community Air Service																	
4510-02 · Small Community Air Service 2016	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	500,000.00	500,000.00	100.0%	
Total 4510-00 · DOT/Small Community Air Service	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	500,000.00	500,000.00	100.0%	
4520-00 · INTEREST REVENUE																	
4600-00 · Interest Revenue - General	825.98	914.15	925.02	1,029.04	1,057.40	1,108.10	1,024.77	1,301.03	1,258.02	1,277.31	1,454.33	2,774.84	14,949.99	1,500.00	-13,449.99	-896.67%	Previous year actual higher than budget
4520-07 · Interest Revenue - PFC '14	1.36	0.30	0.78	1.94	0.21	2.56	1.61	1.65	0.42	2.04	3.17	0.49	16.53		-16.53	0.0%	
Total 4520-00 · INTEREST REVENUE	827.34	914.45	925.80	1,030.98	1,057.61	1,110.66	1,026.38	1,302.68	1,258.44	1,279.35	1,457.50	2,775.33	14,966.52	1,500.00	-13,466.52	-897.77%	
4742-00 · AIP 42 - Project Air Carr. Apr																	
4742-01 · AIP '42 Air Carrier Apron	0.00	0.00	0.00	97,147.59	0.00	0.00	0.00	0.00	0.00	0.00	40,825.23	4,453.13	142,425.95	187,500.00	45,074.05	24.04%	
Total 4742-00 · AIP 42 - Project Air Carr. Apr	0.00	0.00	0.00	97,147.59	0.00	0.00	0.00	0.00	0.00	0.00	40,825.23	4,453.13	142,425.95	187,500.00	45,074.05	24.04%	
4743-00 · AIP 43 - Air Carrier/Pkg. Lot																	
4743-01 · AIP '43 - Air Carrier/Pkg. Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	226,482.01	54,481.83	280,963.84	1,992,200.00	1,711,236.16	85.9%	
Total 4743-00 · AIP 43 - Air Carrier/Pkg. Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	226,482.01	54,481.83	280,963.84	1,992,200.00	1,711,236.16	85.9%	
4744-00 · AIP 44 RPZ Acquisition EA																	
4744-01 · AIP '44 - RPZ Acquisition EA	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	57,803.98	11,925.56	69,729.54	0.00	-69,729.54	0.0%	Completed project
Total 4744-00 · AIP 44 - RPZ Acquisition EA	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	57,803.98	11,925.56	69,729.54	0.00	-69,729.54	0.0%	
TOTAL REVENUE	342,247.82	122,180.07	251,607.35	537,868.98	204,082.97	273,365.13	276,045.17	177,302.88	203,449.55	723,176.10	755,755.74	290,795.83	4,157,877.59	6,173,200.00	2,015,322.41	32.65%	

Friedman Memorial Airport Budget Performance Summary by Fiscal Year - Combined October 2016 - September 2017																	
	Oct. 16 Actual	Nov. 16 Actual	Dec. 16 Actual	Jan. 17 Actual	Feb. 17 Actual	Mar. 17 Actual	Apr. 17 Actual	May. 17 Actual	June 17 Actual	July 17 Actual	Aug. 17 Actual	Sept. 17 Actual	Oct. 16 - Sept. 17	FY '17 Budget	Budget Remaining	% of Budget Remaining	Notes
EXPENDITURES																	
"A" EXPENSES																	
5000-01 - Salaries - Airport Manager	11,250.00	11,250.00	11,249.99	11,250.00	11,250.00	11,475.00	11,700.01	11,700.00	11,700.00	11,700.00	11,700.00	11,700.00	137,925.00	156,900.00	18,975.00	12.09%	Adjust: To reflect current salary
5000-02 - Salaries - Assistant Airport Manager	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	85,000.00	85,000.00	100.0%	Adjust: To reflect actual
5010-00 - Salaries - Contracts/Finance Adm	7,992.40	8,306.14	8,306.14	8,306.14	8,306.14	8,306.14	8,306.14	8,391.06	8,391.06	8,391.06	8,390.98	8,391.06	99,784.46	95,906.57	-3,877.89	-4.04%	Adjusted: Anticipated salary increase
5010-01 - Salaries - Office Assist.	16,011.68	16,276.02	16,546.02	16,441.03	16,276.01	16,276.00	16,276.02	16,537.73	16,476.79	16,537.73	16,537.74	16,537.72	196,730.49	189,004.00	-7,726.49	-4.09%	Adjusted: Anticipated salary increase
5020-00 - Salaries - ARFF/OPS Manager	7,369.05	7,678.66	8,033.06	7,678.66	7,678.66	7,678.66	7,678.66	8,124.14	8,124.14	8,124.14	10,584.98	8,124.14	96,876.95	95,906.57	-970.38	-1.01%	Adjusted: Anticipated salary increase
5030-00 - Salaries - ARFF/OPS Specialist	25,165.32	27,546.14	28,057.31	27,277.02	27,787.36	27,546.14	27,546.14	29,066.83	28,253.97	28,807.60	28,857.87	28,751.61	334,663.31	340,772.84	6,109.53	1.79%	
5040-00 - Salaries-ASC/Sp.Prjct./Ex. Assi	5,961.42	6,076.44	5,973.06	6,683.14	5,973.06	5,973.06	5,973.06	6,250.40	6,859.34	7,007.66	6,872.44	6,250.40	75,853.48	75,000.00	-853.48	-1.14%	Adjusted: Anticipated salary increase
5050-00 - Salaries - Seasonal - Snow Removal	1,792.00	2,560.00	4,910.00	5,620.00	4,967.50	3,250.00	0.00	0.00	0.00	0.00	0.00	0.00	23,099.50	38,000.00	14,900.50	39.21%	
5050-01 - Salaries - Seasonal - Airport Hosts	0.00	0.00	3,570.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,570.00	0.00	-3,570.00	0.0%	
5050-02 - Salaries - Merit Increase	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	39,493.45	39,493.45	100.0%	Adjusted: Merit increase included in individual salary line item
5060-01 - Overtime - General	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,000.00	2,000.00	100.0%	
5060-02 - Overtime - Snow Removal	0.00	0.00	1,255.22	21,044.54	22,402.98	12,685.36	3,050.19	0.00	0.00	0.00	0.00	0.00	60,438.29	20,000.00	-40,438.29	-202.19%	
5060-04 - OT - Security	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,000.00	5,000.00	100.0%	
5100-00 - Retirement	7,138.90	7,946.28	8,282.67	18,816.78	11,734.85	10,746.25	9,349.58	9,296.15	9,265.39	9,353.98	9,629.82	9,259.56	120,820.21	130,000.00	9,179.79	7.06%	Adjusted: To reflect anticipated contribution amount
5110-00 - Social Security/Medicare	5,635.38	5,966.82	6,562.82	7,822.71	7,848.82	6,955.04	6,002.91	5,968.24	5,947.96	6,006.37	6,168.31	5,881.04	76,766.42	85,000.00	8,233.58	9.69%	Adjusted: To reflect anticipated contribution amount
5120-00 - Life Insurance	114.61	144.61	114.85	131.39	131.39	131.39	131.39	131.39	131.39	131.39	131.39	131.39	1,556.58	1,700.00	143.42	8.44%	
5130-00 - Medical Insurance	11,843.92	11,834.48	12,265.96	13,276.72	13,330.11	13,297.40	13,297.40	13,225.37	13,297.40	13,357.40	13,297.40	14,348.88	156,672.44	210,000.00	53,327.56	25.39%	Adjusted: To reflect current premium amount
5160-00 - Workman's Compensation	0.00	0.00	0.00	15,578.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-2,427.50	13,150.50	15,000.00	1,849.50	12.33%	
5170-00 - Unemployment Claim	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	31.32	0.00	0.00	31.32	0.00	-31.32	0.0%	
Total "A" EXPENSES	100,274.68	105,585.59	115,127.10	159,926.13	137,686.88	124,320.44	109,311.50	108,691.31	108,447.44	109,448.65	112,170.93	106,948.30	1,397,938.95	1,584,683.43	186,744.48	11.78%	

Friedman Memorial Airport Budget Performance Summary by Fiscal Year - Combined October 2016 - September 2017																	
	Oct. 16 Actual	Nov. 16 Actual	Dec. 16 Actual	Jan. 17 Actual	Feb. 17 Actual	Mar. 17 Actual	Apr. 17 Actual	May. 17 Actual	June 17 Actual	July 17 Actual	Aug. 17 Actual	Sept. 17 Actual	Oct. 16 - Sept. 17	FY '17 Budget	Budget Remaining	% of Budget Remaining	Notes
"B" EXPENSES - ADMINISTRATIVE																	
6000-00 · TRAVEL EXPENSE																	
6000-01 · Travel	1,095.20	0.00	1,311.32	16.32	715.55	1,529.64	1,318.28	1,057.50	94.25	4,392.19	3,855.82	1,380.13	16,766.20	12,000.00	-4,766.20	-39.72%	
Total 6000-00 · TRAVEL EXPENSE	1,095.20	0.00	1,311.32	16.32	715.55	1,529.64	1,318.28	1,057.50	94.25	4,392.19	3,855.82	1,380.13	16,766.20	12,000.00	-4,766.20	-39.72%	
6010-00 · SUPPLIES/EQUIPMENT EXPENSE																	
6010-01 · Supplies - Office	997.29	334.36	1,276.87	844.86	493.59	1,390.32	626.07	401.26	698.49	281.17	1,167.45	1,832.90	10,344.63	8,500.00	-1,844.63	-21.7%	
6010-03 · Supplies - Computer	183.99	223.99	0.00	389.98	88.99	131.30	1,250.74	246.40	295.00	32.98	199.99	1,799.98	4,843.34	4,500.00	-343.34	-7.63%	
Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE	1,181.28	558.35	1,276.87	1,234.84	582.58	1,521.62	1,876.81	647.66	993.49	314.15	1,367.44	3,632.88	15,187.97	13,000.00	-2,187.97	-16.83%	
6020-00 · INSURANCE																	
6020-01 · Insurance - Liability	11,640.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11,640.00	10,400.00	-1,240.00	-11.92%	Actual premiums
6020-02 · Insurance - Public Officials	5,402.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,402.26	5,600.00	197.74	3.53%	Actual premiums
6020-03 · Insurance-Bldg/Unlic.Veh./Prop	37,010.00	0.00	2,499.60	0.00	0.00	387.00	0.00	719.00	0.00	0.00	0.00	0.00	40,615.60	40,500.00	-115.60	-0.29%	Actual premiums
6020-04 · Insurance - Licensed Vehicles	6,239.00	0.00	0.00	0.00	0.00	-1,566.00	0.00	0.00	0.00	0.00	0.00	0.00	4,673.00	7,000.00	2,327.00	33.24%	Actual premiums
Total 6020-00 · INSURANCE	60,291.26	0.00	2,499.60	0.00	0.00	-1,179.00	0.00	719.00	0.00	0.00	0.00	0.00	62,330.86	63,500.00	1,169.14	1.84%	
6030-00 · UTILITIES																	
6030-01 · Utilities - Gas/Terminal	330.41	534.84	2,978.64	1,171.00	1,171.00	1,171.00	1,171.00	1,171.00	1,822.00	1,822.00	1,822.00	1,822.00	16,986.89	20,000.00	3,013.11	15.07%	Budget higher than actual anticipated Adjusted: To consider previous year actual expenses
6030-02 · Utilities - Gas/AOB & Cold Storage	255.86	447.34	1,231.93	590.00	590.00	590.00	590.00	590.00	803.00	803.00	803.00	803.00	8,097.13	10,000.00	1,902.87	19.03%	Budget higher than actual anticipated Adjusted: To consider previous year actual expenses
6030-03 · Utilities - Elect./Runway&PAPI	574.33	701.97	765.00	964.15	898.28	716.08	549.85	502.81	457.11	491.18	568.78	640.02	7,829.56	7,000.00	-829.56	-11.85%	
6030-04 · Utilities - Elec./AOB & Cold Storage	582.48	919.14	978.95	987.42	1,065.85	939.17	787.55	849.41	779.66	730.89	652.65	621.69	9,894.86	12,000.00	2,105.14	17.54%	
6030-05 · Utilities - Electric/Terminal	2,955.45	3,072.71	3,819.45	4,391.22	4,510.52	4,072.13	3,239.18	3,228.98	3,216.29	3,934.40	3,706.40	3,393.31	43,540.04	40,000.00	-3,540.04	-8.85%	Adjusted: To consider previous year actual expenses
6030-06 · Utilities - Telephone	1,220.37	703.89	2,387.47	718.19	1,251.71	1,257.72	1,834.17	1,257.25	1,263.27	1,261.47	1,298.34	1,266.83	15,720.68	12,000.00	-3,720.68	-31.01%	Adjusted: To consider previous year actual expenses
6030-07 · Utilities - Water	108.96	46.96	50.04	109.00	66.80	79.14	53.56	491.36	655.46	6,484.62	2,294.48	1,538.56	11,978.94	1,500.00	-10,478.94	-698.6%	Buget lower than actual anticipated Adjusted: To consider previous year actual expenses
6030-08 · Utilities - Garbage Removal	1,327.44	754.65	868.68	808.38	701.35	596.49	962.62	812.31	764.66	747.46	747.46	747.46	9,838.96	10,000.00	161.04	1.61%	
6030-09 · Utilities - Sewer	268.95	268.95	278.95	268.95	268.95	268.95	333.83	333.83	333.83	333.83	333.83	333.83	3,626.68	4,000.00	373.32	9.33%	
6030-11 · Utilities - Electric/Tower	336.79	418.66	581.59	708.67	643.91	563.01	405.19	371.83	322.26	334.04	319.47	300.80	5,306.22	6,000.00	693.78	11.56%	
6030-12 · Utilities - Elec./Brdfrd.Hghl	43.15	32.64	44.06	55.76	52.53	41.11	27.17	23.93	32.62	27.67	24.94	24.15	429.73	700.00	270.27	38.61%	Adjusted: To consider previous year actual expenses
6030-15 · Utilities - Elec/AWOS	235.86	281.56	249.49	344.63	319.08	285.58	254.84	257.66	228.33	221.30	207.41	203.64	3,089.38	3,000.00	-89.38	-2.98%	
6030-16 · Utilities - Elec. Wind Cone	9.86	11.02	11.24	11.24	11.24	10.31	9.62	9.38	7.91	7.48	7.60	7.85	114.75	150.00	35.25	23.5%	
6030-17 · Utilities - Elec.- Hangar	5.37	99.25	147.96	140.29	2,012.40	133.00	755.35	688.28	120.16	122.32	121.26	176.01	4,521.65	200.00	-4,321.65	-2,160.83%	
Total 6030-00 · UTILITIES	8,255.28	8,293.58	14,393.45	11,268.90	13,563.62	10,723.69	10,973.93	10,588.03	10,806.56	17,321.66	12,907.62	11,879.15	140,975.47	126,550.00	-14,425.47	-11.4%	
6040-00 · SERVICE PROVIDER																	
6040-01 · Service Provider - General	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,200.00	2,200.00	100.0%	
6040-02 · Service Provider - Term. Serv.	492.39	492.39	492.39	492.39	492.39	492.39	492.39	502.39	497.39	497.39	497.39	497.39	5,938.68	900.00	-5,038.68	-559.85%	
6040-03 · Service Provider - AOB Services	1,704.01	1,904.00	1,904.00	1,904.00	2,098.99	1,904.00	3,410.73	2,184.90	2,104.00	2,104.00	2,473.98	5,449.80	29,146.41	10,000.00	-19,146.41	-191.46%	Quickbook Subscription (\$3,949.02)
6040-04 · Service Provider - Operations	12,850.00	0.00	2,172.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15,022.00		-15,022.00		
6040-05 · Service Provider - Internet Ter	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,800.00	1,800.00	100.0%	
6040-06 · Service Provider - SSI Movement	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9,850.00	9,850.00	100.0%	
6040-07 · Serv. Provider--Security CMS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8,350.00	8,350.00	0.00	16,700.00	100,000.00	83,300.00	83.3%	Moved to Security Category
	0.00	0.00	0.00	0.00	0.00	0.00	0.00		-8,350.00	-8,350.00	0.00		-16,700.00		16,700.00		Adjusted: To consider previous year actual expense
6040-08 · Service Provider - Part 139 Arp	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,000.00	3,000.00	100.0%	
6040-09 · Service Provider - Elec. Filing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13,800.00	13,800.00	100.0%	
6040-10 · Service Provider - Term. Flight	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,200.00	6,200.00	100.0%	Adjusted: To consider previous year actual expense
6040-11 · Service Provider - Term. Sat.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6,000.00	6,000.00	100.0%	Adjusted: To consider previous year actual expense
6040-11 · Service Provider - Cert. Mngr.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	1,000.00	1,000.00	100.0%	Adjusted: To consider previous year actual expense Do we need this category?
Total 6040-00 · SERVICE PROVIDER	15,046.40	2,396.39	4,568.39	2,396.39	2,591.38	2,396.39	3,903.12	2,687.29	2,601.39	2,601.39	2,971.37	5,947.19	50,107.09	154,750.00	104,642.91	67.62%	

Friedman Memorial Airport Budget Performance Summary by Fiscal Year - Combined October 2016 - September 2017																	
	Oct. 16 Actual	Nov. 16 Actual	Dec. 16 Actual	Jan. 17 Actual	Feb. 17 Actual	Mar. 17 Actual	Apr. 17 Actual	May. 17 Actual	June 17 Actual	July 17 Actual	Aug. 17 Actual	Sept. 17 Actual	Oct. 16 - Sept. 17	FY '17 Budget	Budget Remaining	% of Budget Remaining	Notes
6050-00 · PROFESSIONAL SERVICES																	
6050-01 · Professional Services - Legal	6,110.80	1,892.00	1,848.00	2,795.50	2,064.00	1,320.00	1,152.00	1,752.00	1,464.00	0.00	5,188.00	5,029.00	30,615.30	70,000.00	39,384.70	56.26%	Adjusted: To consider previous year actual expense
6050-02 · Professional Services - Audit/Financial	651.00	4,898.00	1,333.00	23,456.88	500.00	680.00	75.00	410.00	760.00	510.00	5,423.05	6,113.00	44,809.93	45,000.00	190.07	0.42%	Adjusted: To consider cost of auditor RFP and partial fees related to airline lease negotiations (\$25K)/\$30K included in FY '18
6050-03 · Professional Services - Engineer	1,022.50	125.00	727.50	298.75	127.50	1,137.50	993.75	3,777.50	1,457.50	581.25	4,355.00	1,465.00	16,068.75	8,000.00	-8,068.75	-100.86%	
6050-04 · Professional Services - ARFF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,000.00	4,000.00	100.0%	Moved to Education Training - ARFF
6050-05 · Professional Services - General	2,850.00	300.00	0.00	200.00	450.00	500.00	130.00	350.00	1,130.00	450.00	5,154.12	2,537.50	14,051.62	10,000.00	-4,051.62	-40.52%	Adjusted: To reflect anticipated expenses related to Parking Lot Management RFP/Implementation
6050-08 · Professional Services - Security	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,000.00	4,000.00	100.0%	Moved to 6560-02 · Professional Services/Contracts
6050-10 · Prof. Svcs.-IT/Comp. Support	1,343.75	1,881.25	250.00	1,505.00	1,187.50	1,000.00	1,747.50	562.50	500.00	906.25	562.50	375.00	11,821.25	25,000.00	13,178.75	52.72%	Moved to Security
6050-12 · Prof. Serv.- Planning Air Serv.	0.00	0.00	0.00	185.00	0.00	0.00	1,387.50	185.00	0.00	0.00	277.50	0.00	2,035.00	15,000.00	12,965.00	86.43%	
6050-13 · Prof. Serv.-Website Des.& Maint	536.78	844.74	0.00	1,317.99	1,589.54	148.75	889.50	1,244.73	775.75	280.00	30.00	30.00	7,687.78	2,000.00	-5,687.78	-284.39%	
6050-15 · Prof. Serv. - Comm/Coord/Public Outreach	0.00	0.00	0.00	368.00	0.00	765.00	675.10	1,150.00	21.25	1,559.58	2,571.25	1,302.50	8,412.68	20,000.00	11,587.32	57.94%	
6050-18 · Prof. Serv. - Airspace Consulting	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11,155.19	0.00	11,155.19	0.00	-11,155.19	0.0%	Adjusted: To reflect consulting fees related to airspace analysis during annual event in July (\$10K) & partial fees related to RNP Approach Development (\$25K)/\$40K included in FY '18 Budget
Total 6050-00 · PROFESSIONAL SERVICES	12,514.83	9,940.99	4,158.50	30,127.12	5,918.54	5,551.25	7,050.35	9,431.73	6,108.50	4,287.08	34,716.61	16,852.00	146,657.50	203,000.00	56,342.50	27.76%	
6060-00 · MAINTENANCE-OFFICE EQUIPMENT																	
6060-01 · Maint.-Office Equip./Gen.	0.00	0.00	0.00	15.50	0.00	0.00	0.00	0.00	0.00	0.00	7.59	0.00	23.09	0.00	-23.09	0.0%	
6060-04 · Maintenance - Copier	320.17	118.15	75.73	86.27	155.89	129.87	124.64	251.49	347.83	279.64	245.96	205.31	2,340.95	2,500.00	159.05	6.36%	
6060-05 · Maintenance - Phone	0.00	0.00	1,215.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,215.00	1,500.00	285.00	19.0%	
Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT	320.17	118.15	1,290.73	101.77	155.89	129.87	124.64	251.49	347.83	279.64	253.55	205.31	3,579.04	4,000.00	420.96	10.52%	
6070-00 · RENT/LEASE OFFICE EQUIPMENT																	
6070-02 · Rent/Lease - Postage Meter	0.00	0.00	312.00	0.00	0.00	312.00	0.00	0.00	312.00	0.00	0.00	312.00	1,248.00	1,400.00	152.00	10.86%	
Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT	0.00	0.00	312.00	0.00	0.00	312.00	0.00	0.00	312.00	0.00	0.00	312.00	1,248.00	1,400.00	152.00	10.86%	
6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS																	
6080-01 · Dues/Memberships/Publications	1,916.26	509.25	158.13	307.78	2,685.00	890.00	432.28	250.13	1,847.48	850.71	783.92	223.00	10,853.94	15,000.00	4,146.06	27.64%	Adjusted: To consider previous year actual expense
6080-04 · Airport Marketing	3,909.62	1,846.38	1,604.12	2,061.40	906.25	2,187.44	1,330.05	1,419.84	3,119.70	2,356.31	1,481.58	1,071.80	23,294.49	20,000.00	-3,294.49	-16.47%	
6080-06 · Marketing SCASDP	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25,000.00	25,000.00	100.0%	All expenses to be allocated to grant 7110-01
Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS	5,825.88	2,355.63	1,762.25	2,369.18	3,591.25	3,077.44	1,762.33	1,669.97	4,967.18	3,207.02	2,265.50	1,294.80	34,148.43	60,000.00	25,851.57	43.09%	
6090-00 · POSTAGE																	
6090-01 · Postage/Courier Service	265.86	125.28	200.00	39.93	200.00	-35.00	0.00	0.00	39.74	200.00	0.00	207.20	1,243.01	2,000.00	756.99	37.85%	
Total 6090-00 · POSTAGE	265.86	125.28	200.00	39.93	200.00	-35.00	0.00	0.00	39.74	200.00	0.00	207.20	1,243.01	2,000.00	756.99	37.85%	
6100-00 · EDUCATION/TRAINING																	
6100-01 · Education/Training - Admin.	0.00	0.00	2,763.00	0.00	0.00	0.00	0.00	1,456.00	0.00	891.00	0.00	0.00	5,110.00	15,000.00	9,890.00	65.93%	Adjusted to expected actual
6100-02 · Education/Training - OPS	0.00	1,121.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	990.00	1,067.04	3,178.04	3,500.00	321.96	9.2%	
6100-03 · Education/Training - ARFF	749.25	3,271.16	2,188.56	11.94	0.00	284.45	4,281.77	660.00	0.00	524.62	0.00	0.00	11,971.75	17,000.00	5,028.25	29.58%	
6100-04 · Education/Training - ARFF Triennial Drill	0.00	0.00	0.00	0.00	0.00	0.00	42.50	548.20	2,375.89	0.00	1,528.80	0.00	4,495.39	3,000.00	-1,495.39	-49.85%	To provide additional funding for ARFF Live Drill. Moved from 6050-04 · Professional Services - ARFF
6100-05 · Education - Noise Abatement	1,264.16	70.84	0.00	67.47	0.00	0.00	0.00	0.00	30.06	0.00	0.00	37.50	1,470.03		-1,470.03	0.0%	
6100-06 · Education - Security	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10,000.00	10,000.00	100.0%	
6100-07 · Education - Public Outreach	0.00	1,502.92	0.00	0.00	0.00	0.00	0.00	1,614.22	482.56	355.91	8.97	0.00	3,964.58	10,000.00	6,035.42	60.35%	
6100-08 · Education/Training - HFD Coop.	0.00	997.50	0.00	798.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,795.99	0.00	-1,795.99	0.0%	
Total 6100-00 · EDUCATION/TRAINING	2,013.41	6,963.42	4,951.56	877.90	0.00	284.45	4,324.27	4,278.42	2,888.51	1,771.53	2,527.77	1,104.54	31,985.78	58,500.00	26,514.22	45.32%	
6110-00 · CONTRACTS																	
6110-01 · Contracts - General	0.00	125.00	0.00	0.00	0.00	0.00	383.35	200.00	0.00	0.00	0.00	0.00	708.35	0.00	-708.35	0.0%	
6110-02 · Contracts - FMAA	3,500.00	3,500.00	3,500.00	3,500.00	3,500.00	3,500.00	3,500.00	3,500.00	3,500.00	3,500.00	3,500.00	3,500.00	42,000.00	42,000.00	0.00	0.0%	
6110-03 · Contracts - FBO/Fee Collection	4,900.00	4,900.00	4,900.00	4,900.00	4,900.00	4,900.00	4,900.00	4,900.00	4,900.00	4,900.00	4,900.00	4,900.00	58,800.00	58,900.00	100.00	0.17%	
6110-04 · Contracts - COH LEO	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,000.00	5,000.00	100.0%	
6110-05 · Contracts - Janitorial	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50,000.00	50,000.00	100.0%	Moved to 6540-02 · R/M - Terminal & Moved to 6540-05 · R/M - AOB
6110-07 · Contracts - Snow Removal	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25,000.00	25,000.00	100.0%	Moved to 6550-02 R/M - Airside
6110-08 · Contracts - Eccles Tree Lights	17,500.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	30,000.00	0.00	0.00	47,500.00	30,000.00	-17,500.00	-58.33%	
Total 6110-00 · CONTRACTS	25,900.00	8,525.00	8,400.00	8,400.00	8,400.00	8,400.00	8,783.35	8,600.00	8,400.00	38,400.00	8,400.00	8,400.00	149,008.35	210,900.00	61,891.65	29.35%	

Friedman Memorial Airport Budget Performance Summary by Fiscal Year - Combined October 2016 - September 2017																	
	Oct. 16 Actual	Nov. 16 Actual	Dec. 16 Actual	Jan. 17 Actual	Feb. 17 Actual	Mar. 17 Actual	Apr. 17 Actual	May. 17 Actual	June 17 Actual	July 17 Actual	Aug. 17 Actual	Sept. 17 Actual	Oct. 16 - Sept. 17	FY '17 Budget	Budget Remaining	% of Budget Remaining	Notes
6120-00 · PERMITS																	
6120-01 · Permits - General	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	100.0%	
6120-02 · Permits - COH Impact Fee	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	835.00	835.00	0.00	1,670.00	10,000.00	8,330.00	83.3%	
6120-02 · Permits - COH Impact Fee										-835.00	-835.00	0.00	-1,670.00	0.00	1,670.00	0.0%	Adjustment: Do not anticipate expense
Total 6120-00 · PERMITS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10,100.00	10,100.00	100.0%	
6130-00 · MISCELLANEOUS EXPENSES																	
6130-01 · Misc. - General	366.34	1,351.45	4,206.60	504.73	481.00	284.28	543.64	1,115.98	273.18	692.23	583.57	353.39	10,756.39	9,000.00	-1,756.39	-19.52%	
6140-00 · Bank Fees	0.00	24.00	24.00	28.00	68.00	30.00	28.00	28.00	35.31	27.00	26.00	179.00	497.31	3,000.00	2,502.69	83.42%	
Total 6130-00 · MISCELLANEOUS EXPENSES	366.34	1,375.45	4,230.60	532.73	549.00	314.28	571.64	1,143.98	308.49	719.23	609.57	532.39	11,253.70	12,000.00	746.30	6.22%	
6400-02 · DOT/SCASGP - FMAA	467.69	582.50	2,628.23	466.71	1,275.00	1,094.58	1,777.12	1,311.66	447.00	1,570.83	1,627.42	380.00	13,628.74	0.00	-13,628.74	0.0%	Moved from 7110-00 in C Expenses per Accountant Instructions
Total 6400-00 · DOT/SCASGP	467.69	582.50	2,628.23	466.71	1,275.00	1,094.58	1,777.12	1,311.66	447.00	1,570.83	1,627.42	380.00	13,628.74	0.00	-13,628.74		
Total "B" EXPENSES - ADMINISTRATIVE	133,543.60	41,234.74	51,983.50	57,831.79	37,542.81	34,121.21	42,465.84	42,386.73	38,314.94	75,064.72	71,502.67	52,127.59	678,120.14	931,700.00	253,579.86	27.22%	
"B" EXPENSES - OPERATIONAL																	
6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS																	
6500-01 · Supplies/Equipment - General	441.97	29.53	72.93	45.60	50.64	719.87	450.51	0.00	103.98	63.96	32.99	0.00	2,011.98	2,500.00	488.02	19.52%	
6500-02 · Supplies/Equipment - Tools	33.44	210.48	0.00	218.22	265.80	848.23	938.57	597.30	451.11	44.08	54.56	1,514.09	5,175.88	12,500.00	7,324.12	58.59%	
6500-03 · Supplies/Equipment - Clothing	0.00	28.46	0.00	75.95	0.00	2,258.79	0.00	0.00	0.00	0.00	0.00	2,477.30	4,840.50	10,000.00	5,159.50	51.6%	
6500-04 · Supplies/Equipment - Janitorial	844.86	674.13	1,566.48	2,150.85	1,296.93	2,133.48	629.33	549.58	2,057.39	1,643.20	1,539.16	1,345.63	16,431.02	20,000.00	3,568.98	17.85%	
6500-05 · Supplies/Equipment - Deice	9,000.00	9,000.00	16,460.00	9,425.00	16,985.00	3,830.00	0.00	0.00	0.00	0.00	0.00	0.00	64,700.00	40,000.00	-24,700.00	-61.75%	Moved to 6550-02 · R/M - Airfield/Runway
6500-05 · Supplies/Equipment - Deice	-9,000.00	-9,000.00	-16,460.00	-9,425.00	-16,985.00	-3,830.00	0.00	0.00	0.00	0.00	0.00	0.00	-64,700.00	0.00	64,700.00	0.0%	
6500-06 · Supplies/Equipment - ARFF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10,000.00	10,000.00	100.0%	Moved to 6530-01 · ARFF Maint. General/Supplies
Total 6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS	1,320.27	942.60	1,639.41	2,490.62	1,613.37	5,960.37	2,018.41	1,146.88	2,612.48	1,751.24	1,626.71	5,337.02	28,459.38	95,000.00	66,540.62	70.04%	
6510-00 · FUEL/LUBRICANTS																	
6510-01 · General	0.00	0.00	221.84	100.00	0.00	170.00	559.59	0.00	0.00	0.00	30.50	0.00	1,081.93	1,000.00	-81.93	-8.19%	
6510-02 · Fuel	278.64	1,892.33	11,022.93	12,733.88	9,446.41	2,729.32	270.11	1,424.85	543.80	745.16	1,540.64	0.00	42,628.07	36,000.00	-6,628.07	-18.41%	Adjusted: To consider previous year actual expense
6510-03 · Lubricants	0.00	0.00	0.00	954.80	170.00	972.15	0.00	0.00	0.00	0.00	0.00	1,890.45	3,987.40	3,000.00	-987.40	-32.91%	
Total 6510-00 · FUEL/LUBRICANTS	278.64	1,892.33	11,244.77	13,788.68	9,616.41	3,871.47	829.70	1,424.85	543.80	745.16	1,571.14	1,890.45	47,697.40	40,000.00	-7,697.40	-19.24%	
6520-00 · VEHICLES/MAINTENANCE																	
6520-01 · R/M Equipment - General	0.00	196.00	79.99	47.88	70.18	103.08	102.29	0.00	0.00	0.00	0.00	7,733.41	8,332.83	2,000.00	-6,332.83	-316.64%	
6520-06 · R/M Equipment - '85 Ford Dump	23.00	0.00	0.00	0.00	0.00	0.00	0.00	167.65	0.00	0.00	0.00	0.00	190.65	1,000.00	809.35	80.94%	
6520-08 · R/M Equip. - '96 Tiger Tractor	0.00	0.00	0.00	8.99	1,715.55	0.00	23.08	170.61	266.36	0.00	0.00	75.94	2,260.53	1,500.00	-760.53	-50.7%	
6520-09 · R/M Equip. - '96 Oshkosh Swp.	1,729.03	34.35	88.25	195.60	404.70	18.67	0.00	0.00	0.00	0.00	0.00	311.93	2,782.53	3,000.00	217.47	7.25%	
6520-13 · R/M Equip. Crafco Crack Fir.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,000.00	1,000.00	100.0%	
6520-17 · R/M Equip. '01 Case 921F Ldr.	1,204.64	0.00	94.46	0.00	0.00	5.80	177.34	0.00	0.00	0.00	0.00	262.21	1,744.45	0.00	-1,744.45	0.0%	
6520-18 · R/M Equip. '97 Chevy Blazer	23.00	0.00	0.00	0.00	0.00	0.00	20.14	0.00	0.00	0.00	0.00	0.00	43.14	1,000.00	956.86	95.69%	
6520-19 · R/M Equip. '02 Ford F-150 PU	23.00	0.00	154.88	0.00	0.00	0.00	71.13	0.00	140.28	0.00	2.96	0.00	392.25	1,000.00	607.75	60.78%	
6520-20 · R/M Equip. - '02 Kodiak Blower	0.00	0.00	270.00	36.20	1,150.00	47.16	0.00	0.00	0.00	0.00	0.00	1,163.15	2,666.51	1,000.00	-1,666.51	-166.65%	
6520-24 · R/M Equip. - '01 Ford F-250	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,500.00	1,500.00	100.0%	
6520-25 · R/M Equip.- '04 Batts De-Ice	319.32	161.79	1,890.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,371.54	2,000.00	-371.54	-18.58%	
6520-28 · R/M Equip.- '06 Case 621 Loader	0.00	0.00	0.00	480.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	61.40	541.40	2,500.00	1,958.60	78.34%	
6520-29 · R/M Equip.- '10 Wausau Broom/Plow	4,576.56	460.68	1,739.80	71.29	7,338.95	8.72	455.43	-39.35	0.00	0.00	0.00	766.91	15,378.99	5,000.00	-10,378.99	-207.58%	
6520-30 · R/M Equip.-'05 Ford F-350	1,484.23	467.00	542.92	1,860.91	87.53	0.00	73.28	225.45	0.00	0.00	0.00	-37.72	4,703.60	1,500.00	-3,203.60	-213.57%	
6520-31 · R/M Equip.- '10 Oshkosh Blower	0.00	90.23	1,198.83	2,080.56	581.07	850.00	0.00	0.00	0.00	-46.27	2,307.27	1,213.02	8,274.71	3,000.00	-5,274.71	-175.82%	
6520-32 · R/M Equip.-'09 Mini Truck	0.00	0.00	0.00	0.00	0.00	0.00	35.99	0.00	0.00	0.00	38.71	0.00	74.70	500.00	425.30	85.06%	
6520-34 · R/M Equip.-'12 Case 921 Loader	0.00	0.00	94.22	163.62	0.00	826.55	135.00	0.00	0.00	0.00	0.00	351.99	1,571.38	2,000.00	428.62	21.43%	
6520-35 · R/M Equip.-'14 Ford Explorer	0.00	0.00	263.00	0.00	0.00	0.00	0.00	309.79	0.00	131.99	0.00	0.00	704.78	500.00	-204.78	-40.96%	
6520-37 · R/M Equip.-'15 Tool Cat	0.00	0.00	0.00	180.13	398.77	272.46	6.98	102.81	275.48	0.00	0.00	264.61	1,501.24	2,000.00	498.76	24.94%	
6520-38 · R/M Equip.-'15 Wausau Broom	0.00	0.00	124.57	592.25	258.26	775.94	0.00	0.00	0.00	0.00	0.00	580.54	2,331.56	3,000.00	668.44	22.28%	
6520-40 · R/M Equip.-'17 F-350 Super Duty	0.00	0.00	0.00	0.00	0.00	1,624.31	0.00	0.00	148.50	0.00	0.00	0.00	1,772.81	0.00	-1,772.81	0.0%	
6520-00 · VEHICLES/MAINTENANCE - Other	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,741.96	3,741.96	0.00	-3,741.96	0.0%	

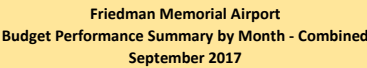
Friedman Memorial Airport Budget Performance Summary by Fiscal Year - Combined October 2016 - September 2017																	
	Oct. 16 Actual	Nov. 16 Actual	Dec. 16 Actual	Jan. 17 Actual	Feb. 17 Actual	Mar. 17 Actual	Apr. 17 Actual	May. 17 Actual	June 17 Actual	July 17 Actual	Aug. 17 Actual	Sept. 17 Actual	Oct. 16 - Sept. 17	FY '17 Budget	Budget Remaining	% of Budget Remaining	Notes
6530-00 · ARFF MAINTENANCE																	
6530-01 · ARFF Maint. General/Supplies	73.20	2,914.45	7,720.48	182.49	0.00	431.98	278.88	1,307.77	1,350.43	146.85	1,005.61	0.00	15,412.14	2,000.00	-13,412.14	-670.61%	Moved from 6500-06 - Supplies/Equipment - ARFF
6530-03 · ARFF Maint. - '87 Oshkosh	0.00	0.00	0.00	10.59	108.50	0.00	0.00	0.00	0.00	0.00	149.19	103.95	372.23	2,000.00	1,627.77	81.39%	
6530-04 · ARFF Maint. - Radios	300.20	0.00	240.00	0.00	0.00	0.00	669.12	77.85	0.00	0.00	248.36	0.00	1,535.53	1,000.00	-535.53	-53.55%	
6530-05 · ARFF Maint. - '03 E-One	0.00	0.00	0.00	0.00	409.99	0.00	0.00	482.76	15.00	0.00	28.20	0.00	935.95	2,000.00	1,064.05	53.2%	
Total 6530-00 · ARFF MAINTENANCE	373.40	2,914.45	7,960.48	193.08	518.49	431.98	948.00	1,868.38	1,365.43	146.85	1,431.36	103.95	18,255.85	7,000.00	-11,255.85	-160.8%	
6540-00 · REPAIRS/MAINTENANCE - BUILDING																	
6540-01 · R/M Bldg. - General	0.00	214.00	0.00	0.00	0.00	95.52	86.47	0.00	0.00	112.98	0.00	0.00	508.97	500.00	-8.97	-1.79%	Includes \$2400 for Purple K
6540-02 · R/M Bldg. - Terminal	8,611.92	4,870.44	9,586.06	9,004.69	7,123.45	7,597.21	3,304.85	2,666.90	17,661.64	5,578.18	7,342.94	4,899.80	88,248.08	25,000.00	-63,248.08	-252.99%	
6540-03 · R/M Bldg. - Terminal Concession	0.00	0.00	0.00	0.00	0.00	0.00	0.00	225.00	0.00	0.00	0.00	153.80	378.80	4,000.00	3,621.20	90.53%	
6540-04 · R/M Bldg. - Cold Storage	0.00	225.00	0.00	559.96	0.00	0.00	1,723.39	0.00	0.00	0.00	0.00	0.00	2,508.35	1,000.00	-1,508.35	-150.84%	
6540-05 · R/M Bldg. - AOB/SHOP	1,418.45	1,193.62	2,153.67	1,093.48	564.89	830.01	1,467.84	484.63	1,095.00	615.25	460.00	787.00	12,163.84	4,000.00	-8,163.84	-204.1%	
6540-07 · R/M Bldg. - Hangar	0.00	0.00	0.00	0.00	0.00	0.00	938.23	0.00	0.00	0.00	53.49	88.38	1,080.10	0.00	-1,080.10	0.0%	
6540-07 · R/M Bldg. - Tower	3.49	240.99	772.82	855.48	136.00	61.98	0.00	39.98	109.99	22.52	154.99	0.00	2,398.24	1,000.00	-1,398.24	-139.82%	
6540-08 · R/M Bldg. - Parking Booth	95.00	95.00	95.00	95.00	95.00	95.00	95.00	381.66	95.00	263.00	207.02	95.00	1,706.68	500.00	-1,206.68	-241.34%	
6540-09 · R/M Bldg. - Landscaping	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,000.00	4,000.00	100.0%	Adjust: Moved to 6551-03 RM Airside - Landscaping
Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING	10,128.86	6,839.05	12,607.55	11,608.61	7,919.34	8,679.72	7,615.78	3,798.17	18,961.63	6,591.93	8,218.44	6,023.98	108,993.06	40,000.00	-68,993.06	-172.48%	
6550-00 · REPAIRS/MAINTENANCE - AIRSIDE																	
6550-01 · R/M - General	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	322.25	0.00	468.07	0.00	790.32	1,000.00	209.68	20.97%	
6550-02 · R/M - Airfield/Runway	9,000.00	9,305.00	17,006.26	23,804.00	17,058.00	8,252.00	0.00	2,348.13	-68.89	729.69	146.09	879.01	88,459.29	10,000.00	-78,459.29	-784.59%	Includes East side alternative landing area
6550-03 · R/M - Runway	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,000.00	5,000.00	100.0%	
6550-04 · R/M - Lights	3,370.81	0.00	525.00	1,408.23	3,956.59	1,078.87	272.21	0.00	189.09	0.00	78.46	545.07	11,424.33	10,000.00	-1,424.33	-14.24%	
6550-05 · R/M - Grounds	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	165.00	165.00	0.00	330.00	2,000.00	1,670.00	83.5%	
Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE	12,370.81	9,305.00	17,531.26	25,212.23	21,014.59	9,330.87	272.21	2,348.13	442.45	729.69	692.62	1,424.08	100,673.94	28,000.00	-72,673.94	-259.55%	
6551-00 · REPAIRS/MAINTENANCE - LANDSIDE																	
6551-01 · R/M - General	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	Includes 6540-09 R/M Bldg. - Landscaping and 6550-05 R/M Airside - Grounds
6551-02 · R/M - Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	236.03	47.96	0.00	0.00	514.46	480.00	1,278.45	0.00	-1,278.45	0.0%	Replace Signs/Lights: Adjust to reflect actual anticipated exp.
6551-03 · R/M - Landscaping	148.69	1,152.50	0.00	0.00	247.00	0.00	53.73	122.96	2,760.06	441.16	7.98	0.00	4,934.08	0.00	-4,934.08	0.0%	Sprinkler startup/repair: Adjust to reflect actual anticipated exp.
Total 6551-00 · REPAIRS/MAINTENANCE - LANDSIDE	148.69	1,152.50	0.00	0.00	247.00	0.00	289.76	170.92	2,760.06	441.16	522.44	480.00	6,212.53	0.00	-6,212.53	0.0%	
6560-00 · SECURITY EXPENSE																	
6560-01 · Security - General	5,247.08	3,580.28	2,616.01	463.80	220.00	8,045.00	5,157.81	6,168.45	1,701.44	772.00	2,231.00	175.00	36,377.87	50,000.00	13,622.13	27.24%	
6560-02 · Security Law Enf. Offi. (LEO)	272.00	272.00	272.00	272.00	272.00	272.00	272.00	272.00	272.00	272.00	272.00	272.00	3,264.00		-3,264.00	0.0%	
6560-03 · Security - Subscription Licen.	3,550.00	3,550.00	3,550.00	3,550.00	3,550.00	3,550.00	3,550.00	3,550.00	3,550.00	3,550.00	3,600.00	3,550.00	42,650.00		-42,650.00	0.0%	6050-08 · Professional Services - Security
6560-04 · Security - Permimeter/Access/CCTV	0.00	0.00	2,359.62	1,122.74	0.00	0.00	0.00	0.00	0.00	0.00	2,181.40	2,894.10	8,557.86	0.00	-8,557.86	0.0%	Moved from 6040-07 · Serv. Provider - Security CMS (\$100K)
6560-06 · Security - Prof. Services/IT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.0%	Moved from 6060-20 · Professional Services - IT
Total 6560-00 · SECURITY EXPENSE	9,069.08	7,402.28	8,797.63	5,408.54	4,042.00	11,867.00	8,979.81	9,990.45	5,523.44	4,594.00	8,284.40	6,891.10	90,849.73	50,000.00	-40,849.73	-81.7%	
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU																	
6570-01 · R/M Aeronautical Equip - NDB/DME	2,509.20	0.00	0.00	2,059.20	0.00	0.00	2,059.20	0.00	0.00	2,059.20	0.00	0.00	8,686.80	9,000.00	313.20	3.48%	
6570-02 · R/M Aeron. Equip. - Tower	1,669.60	0.00	0.00	1,029.60	0.00	640.00	1,736.55	0.00	817.00	3,149.58	3.49	222.99	9,268.81	7,000.00	-2,268.81	-32.41%	Unanticipated radio repairs
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	2,059.20	510.00	0.00	2,059.20	0.00	0.00	2,059.20	0.00	0.00	2,059.20	0.00	0.00	8,746.80	9,000.00	253.20	2.81%	
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU	6,238.00	510.00	0.00	5,148.00	0.00	640.00	5,854.95	0.00	817.00	7,267.98	3.49	222.99	26,702.41	25,000.00	-1,702.41	-6.81%	
Total "B" EXPENSES - OPERATIONAL	49,310.53	32,368.26	66,322.45	69,567.19	56,976.21	45,314.10	27,909.28	21,684.74	33,856.91	22,353.73	24,699.54	38,862.92	489,225.86	320,000.00	-169,225.86	-52.88%	
Total Operational	182,854.13	73,603.00	118,305.95	127,398.98	94,519.02	79,435.31	70,375.12	64,071.47	72,171.85	97,418.45	96,202.21	90,990.51	1,167,346.00	1,251,700.00	84,354.00	6.74%	

Friedman Memorial Airport Budget Performance Summary by Fiscal Year - Combined October 2016 - September 2017																	
	Oct. 16 Actual	Nov. 16 Actual	Dec. 16 Actual	Jan. 17 Actual	Feb. 17 Actual	Mar. 17 Actual	Apr. 17 Actual	May. 17 Actual	June 17 Actual	July 17 Actual	Aug. 17 Actual	Sept. 17 Actual	Oct. 16 - Sept. 17	FY '17 Budget	Budget Remaining	% of Budget Remaining	Notes
"C" EXPENSES																	
7000-00--MISC. CAPITAL EXPENDITURES																	
7000-01--Contingency	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,000.00	0.00	0.00	0.00	5,000.00	20,000.00	15,000.00	0.0%	
									-5,000.00				-5,000.00	-20,000.00	-15,000.00		
7000-05--Computer Equipment/Software	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,000.00	3,000.00	100.0%	Photoshop Software
													0.00	-3,000.00	-3,000.00		
7000-08--ATC Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	
7000-12--Vehicle Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	Rebuild Kodiak Chasis (\$13K) & '87 Oshkosh Repairs
7000-14--Retrofit Kit--Broom	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	
7000-17--Battery Jump Kit-Lrg.-System	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	
7000-18--Sweeper Brushes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	
7000-19--Fork Lift	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	
7000-20--Sweeper Axles (Brushes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	
7000-21--Truck Spreader	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	
7000-22--Airline Ticketing Office Improv	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	Repair Glycol Leak over Alaksa office/replace pump
7000-23--SRE (Tool Cat)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9,500.00	9,500.00	100.0%	
													0.00	-9,500.00	-9,500.00		
7000-24--ARFF Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,125.00	0.00	0.00	0.00	3,125.00	12,500.00	9,375.00	75.0%	
									-3,125.00				-3,125.00	-12,500.00	-9,375.00		Turnouts expensed in the "B" budget
7000-26--Acquisition--Licensed Vehicles	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25,000.00	25,000.00	0.00	0.00	60,000.00	60,000.00	100.0%	
										-25,000.00	-25,000.00	0.00	0.00	-60,000.00	-60,000.00		Adjusted: To reflect anticipated actual
7000-47--AOB Improvements	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5,000.00	0.00	0.00	0.00	5,000.00	20,000.00	15,000.00	75.0%	
									-5,000.00				-5,000.00	-20,000.00	-15,000.00		Adjusted: Expense not anticipated
7000-50--Welding Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	
7000-52--Tools Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,300.00	0.00	0.00	0.00	2,300.00	5,300.00	3,000.00	56.6%	
									-2,300.00				-2,300.00	-5,300.00	-3,000.00		Adjusted to reflect additional amount to purchase harrow
7000-53--Terminal Concession	0.00	0.00	0.00	45,000.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	45,000.00	45,000.00	0.00	0.0%	
				-45,000.00									-45,000.00	-45,000.00	0.00		Adjusted: Concession included in AIP '41
Total 7000-00--MISC. CAPITAL EXPENDITURES	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	
7001-00 - CAPITAL EXPENDITURES																	
7000-0* - Contingency	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	
7001-02- Buildings & Improvements	0.00	0.00	0.00	0.00	0.00	0.00	13,034.75	0.00	0.00	0.00	0.00	0.00	13,034.75	65,000.00	51,965.25	79.95%	
7001-03 - Airfield & General Improvements	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,705.58	0.00	0.00	0.00	0.00	2,705.58	0.00	-2,705.58	0.0%	
7001-04 - Office Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,000.00	3,000.00	100.0%	
7001-05 - Maintenance Equipment/Vehicle	2,459.00	6,340.37	0.00	10,081.96	82,585.62	0.00	0.00	2,586.44	1,566.75	0.00	0.00	12,466.98	118,087.12	87,300.00	-30,787.12	-35.27%	Rebuild Kodiak Chasis (\$13K) & '87 Oshkosh Repairs
7001-06 - Assessments/Plans/Studies	0.00	0.00	0.00	9,440.00	0.00	0.00	0.00	5,200.00	0.00	0.00	0.00	0.00	14,640.00	20,000.00	5,360.00	26.8%	
Total 7001-00 - CAPITAL EXPENDITURES	2,459.00	6,340.37	0.00	19,521.96	82,585.62	0.00	13,034.75	10,492.02	1,566.75	0.00	0.00	12,466.98	148,467.45	175,300.00	26,832.55	15.31%	
7110-00 - DOT/SCADGP																	
7110-01 -DOT/SCASGP	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00	0.0%	
7110-02 -DOT/SCASGP - FMAA	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	534,000.00	534,000.00	100.0%	Moved to 6400-01 in B Administrative Expenses
Total 7110-00 - DOT/SCASGP	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	534,000.00	534,000.00	100.0%	
7500-00 - IDAHO STATE GRANT PROGRAM																	
7500-18 - '18 ITD Grant (SUN-17 ITD/FMA)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	E-175 Certification
Total 7500-00 - IDAHO STATE GRANT PROGRAM	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	

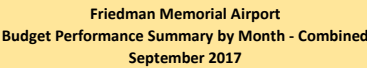
Friedman Memorial Airport Budget Performance Summary by Fiscal Year - Combined October 2016 - September 2017																	
	Oct. 16 Actual	Nov. 16 Actual	Dec. 16 Actual	Jan. 17 Actual	Feb. 17 Actual	Mar. 17 Actual	Apr. 17 Actual	May. 17 Actual	June 17 Actual	July 17 Actual	Aug. 17 Actual	Sept. 17 Actual	Oct. 16 - Sept. 17	FY '17 Budget	Budget Remaining	% of Budget Remaining	Notes
7541-00 - AIP 41 SA Ph. III -Runway/Term.																	
7541-02 - AIP '41 - Non-Eligible	39,586.19	0.00	93,717.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	133,303.65	0.00	-133,303.65	0.0%	
7541-07 - AIP '41 RETAINER	0.00	9,375.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9,375.00	0.00	-9,375.00	0.0%	
7541-08 - AIP '41 RETAINER PFC	0.00	624.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	624.99	0.00	-624.99	0.0%	
Total 7541-00 - AIP 41 SA Ph. III -Runway/Term.	39,586.19	9,999.99	93,717.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	143,303.64	0.00	-143,303.64	0.0%	
7542-00 - AIP '42 EXPENSE - AC Apron Dsgn																	
7542-01 - AIP '42 - Eligible	39,812.25	16,590.00	15,614.85	31,607.00	43,608.00	35,691.08	0.00	0.00	0.00	24,779.00	5,400.00	0.00	213,102.18	150,000.00	-63,102.18	-42.07%	
7542-02 - AIP '42 - Non-Eligible	0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	50,000.00	50,000.00	100.0%	
Total 7542-00 - AIP '42 EXPENSE - AC Apron Dsgn	39,812.25	16,590.00	15,614.85	31,607.00	43,608.00	35,691.08	0.00	0.00	0.00	24,779.00	5,400.00	0.00	213,102.18	200,000.00	-13,102.18	-6.55%	
7543-00 - AIP '43 EXPENSE - Air Carr. Apr																	
7543-01 - AIP '43 - AC Apron - Eligible	0.00	0.00	0.00	0.00	0.00	0.00	7,213.09	29,042.09	22,936.10	0.00	182,389.55	67,183.77	308,764.60	1,525,000.00	1,216,235.40	79.75%	
7543-02 - AIP '43 - Parking - Non Eligible	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13,548.40	4,515.03	18,063.43	600,000.00	581,936.57	96.99%	
7543-05 - Retainer - Eligible	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-9,119.48	0.00	-9,119.48	0.00	9,119.48	0.0%	
7543-06 - Non-Eligible Retainer	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-677.42	0.00	-677.42	0.00	677.42	0.0%	
Total 7543-00 - AIP '43 EXPENSE - Air Carrier Apron	0.00	0.00	0.00	0.00	0.00	0.00	7,213.09	29,042.09	22,936.10	0.00	186,141.05	71,698.80	317,031.13	2,125,000.00	1,807,968.87	85.08%	
7544-00 - AIP '44 EXPENSE - RPZ EA																	
7544-01 - AIP '44 - Eligible	0.00	0.00	0.00	0.00	0.00	0.00	6,745.00	10,667.00	9,559.80	16,421.70	18,264.10	12,720.60	74,378.20	0.00	-74,378.20	0.0%	
7544-02 - AIP '44 - Non-Eligible	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	
Total 7544-00 - AIP '44 EXPENSE - RPZ EA	0.00	0.00	0.00	0.00	0.00	0.00	6,745.00	10,667.00	9,559.80	16,421.70	18,264.10	12,720.60	74,378.20	0.00	-74,378.20	0.0%	
7545-00 - AIP '45 EXPENSE RPZ Acq.																	
7545-01 - AIP '45 - Eligible	2,046.00	3,102.00	1,606.00	15,004.00	3,360.00	2,776.00	24,364.00	1,488.00	720.00	0.00	15,141.50	9,047.50	78,655.00	0.00	-78,655.00	0.0%	
Total 7545-00 - AIP '45 EXPENSE - RPZ Acq.	2,046.00	3,102.00	1,606.00	15,004.00	3,360.00	2,776.00	24,364.00	1,488.00	720.00	0.00	15,141.50	9,047.50	78,655.00	0.00	-78,655.00	0.0%	
9001-PFC 14-09-C-00-SUN																	
9001-02 - PFC '14 Aquire SRE	416.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	416.25	0.00	-416.25	0.0%	Contract Balance \$7467.85 - Completion expected in FY '18 Expense not expected - Contract complete except as noted above
9001-03 - PFC '14 Master Plan	8,236.80	1,771.46	9,431.44	12,840.04	7,682.90	0.00	8,630.75	0.00	0.00	0.00	0.00	0.00	48,593.39	150,000.00	101,406.61	67.6%	
9001-18 - PFC '14 Runway Rehabilitation	3,912.18	225.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4,137.18	0.00	-4,137.18	0.0%	
Total 9001-00 - PFC 14-09-C-00-SUN	12,565.23	1,996.46	9,431.44	12,840.04	7,682.90	0.00	8,630.75	0.00	0.00	0.00	0.00	0.00	53,146.82	150,000.00	96,853.18	64.57%	
Total "C" EXPENSES	96,468.67	38,028.82	120,369.75	78,973.00	137,236.52	38,467.08	59,987.59	51,689.11	34,782.65	41,200.70	224,946.65	105,933.88	1,028,084.42	3,184,300.00	2,156,215.58	67.71%	
Total EXPENDITURES	379,597.48	217,217.41	353,802.80	366,298.11	369,442.42	242,222.83	239,674.21	224,451.89	215,401.94	248,067.80	433,319.79	303,872.69	3,593,369.37	6,020,683.43	2,427,314.06	40.32%	
Net Income	-37,349.66	-95,037.34	-102,195.45	171,570.87	-165,359.45	31,142.30	36,370.96	-47,149.01	-11,952.39	475,108.30	322,435.95	-13,076.86	564,508.22	152,516.57	-411,991.65	-270.13%	

Friedman Memorial Airport Budget Performance Summary by Fiscal Year - Combined October 2016 - September 2017																	
	Oct. 16 Actual	Nov. 16 Actual	Dec. 16 Actual	Jan. 17 Actual	Feb. 17 Actual	Mar. 17 Actual	Apr. 17 Actual	May. 17 Actual	June 17 Actual	July 17 Actual	Aug. 17 Actual	Sept. 17 Actual	Oct. 16 - Sept. 17	FY '17 Budget	Budget Remaining	% of Budget Remaining	Notes
Total Revenue	342,247.82	122,180.07	251,607.35	537,868.98	204,082.97	273,365.13	276,045.17	177,302.88	203,449.55	723,176.10	755,755.74	290,795.83	4,157,877.59	6,173,200.00	2,015,322.41	32.65%	
Less: Total Expenses	379,597.48	217,217.41	353,802.80	366,298.11	369,442.42	242,222.83	239,674.21	224,451.89	215,401.94	248,067.80	433,319.79	303,872.69	3,593,369.37	6,020,683.43	2,427,314.06	40.32%	
Net Income/Loss	-37,349.66	-95,037.34	-102,195.45	171,570.87	-165,359.45	31,142.30	36,370.96	-47,149.01	-11,952.39	475,108.30	322,435.95	-13,076.86	564,508.22	152,516.57	-411,991.65	-270.13%	
Cash & Accruals	2,287,804.18	2,250,454.52	2,155,417.18	2,053,221.73	2,224,792.60	2,059,433.15	2,090,575.45	2,126,946.41	2,079,797.40	2,067,845.01	2,542,953.31	2,865,389.26	2,287,804.18				
Net Income/Loss	-37,349.66	-95,037.34	-102,195.45	171,570.87	-165,359.45	31,142.30	36,370.96	-47,149.01	-11,952.39	475,108.30	322,435.95	-13,076.86	564,508.22				
Total Cash & Accrual Balance:	2,250,454.52	2,155,417.18	2,053,221.73	2,224,792.60	2,059,433.15	2,090,575.45	2,126,946.41	2,079,797.40	2,067,845.01	2,542,953.31	2,865,389.26	2,852,312.40	2,852,312.40				
Cash Summary as of 9/30/16																	
State Treasurer	1,594,983.70																
Checking Savings	430,851.74																
PFC Savings	275.89																
Petty Cash	50.00																
Restricted CD - BLM	5,912.83																
	2,032,074.16																
Previous Year End Adjustments (9/30/16)																	
Accounts Receivable	442,333.28																
Interest Receivable	770.47																
Prepaid Expenses	4,187.00																
	447,290.75																
Accounts Payable	-188,423.57																
Payroll Liabilities Payable	-3,137.16																
	-191,560.73																
Total Previous Year Adjustments	255,730.02																
Cash Total w/ Previous Year Adjustments	2,287,804.18																
FY '17 Net Income/Loss	564,508.22																
Total Adjusted Cash/Accrual:	2,852,312.40																

September17CombinedBudgetPerformanceSummary-By Month.xlsx
Page 1 of 9

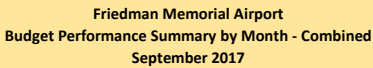


September17CombinedBudgetPerformanceSummary-By Month.xlsx
Page 2 of 9



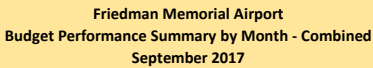
September17CombinedBudgetPerformanceSummary-By Month.xlsx
Page 3 of 9

September17CombinedBudgetPerformanceSummary-By Month.xlsx
Page 4 of 9

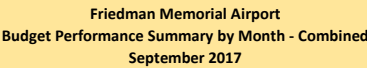


September17CombinedBudgetPerformanceSummary-By Month.xlsx
Page 5 of 9

September17CombinedBudgetPerformanceSummary-By Month.xlsx
Page 6 of 9



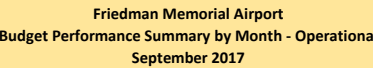
September17CombinedBudgetPerformanceSummary-By Month.xlsx
Page 7 of 9



September17CombinedBudgetPerformanceSummary-By Month.xlsx
Page 8 of 9

September17CombinedBudgetPerformanceSummary-By Month.xlsx
Page 9 of 9

September17OperationalBudgetPerformanceSummary-By Month.xlsx
Page 1 of 7



September17OperationalBudgetPerformanceSummary-By Month.xlsx
Page 2 of 7

September17OperationalBudgetPerformanceSummary-By Month.xlsx
Page 3 of 7

September17OperationalBudgetPerformanceSummary-By Month.xlsx
Page 4 of 7

SUN

HAULEY, IDAHO

FLY SUN.COM

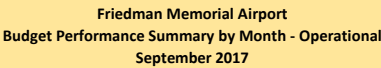
Friedman Memorial Airport

Budget Performance Summary by Month - Operational

September 2017

	Sept. 17 Actual	Sept. 17 Budget	Budget Remaining	% Remaining	Oct.- Sept. 17 Actual	Oct. - Sept. 17 Budget	Budget Remaining	% Remaining	Annual Budget	Budget Remaining	% Remaining	Sept. 16 Actual	Sept. 16 Budget	Budget Remaining	% Remaining	Oct.- Sept. 16 Actual	Oct. - Sept. 16 Budget	Budget Remaining	% Remaining	Annual Budget	Budget Remaining	% Remaining	Actual Year End % Change
6060-00 · MAINTENANCE-OFFICE EQUIPMENT																							
6060-01 · Maint.-Office Equip./Gen.	0.00	0.00	0.00	0%	23.09	0.00	-23.09	0%	0.00	-23.09	0%	0.00	0.00	0.00	0%	0.00	10,000.00	10,000.00	100.0%	10,000.00	10,000.00	100.0%	0.0%
6060-04 · Maintenance - Copier	205.31	300.00	94.69	31.56%	2,340.95	2,500.00	159.05	6.36%	2,500.00	159.05	6.36%	0.00	585.00	585.00	100.0%	2,370.44	0.00	-2,370.44	0%	0.00	-2,370.44	0%	-1.24%
6060-05 · Maintenance - Phone	0.00	0.00	0.00	0%	1,215.00	1,500.00	285.00	19.00%	1,500.00	285.00	19.00%	0.00	250.00	250.00	100.0%	1,401.38	0.00	-1,401.38	0%	0.00	-1,401.38	0%	-13.3%
Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT	205.31	300.00	94.69	31.56%	3,579.04	4,000.00	420.96	10.52%	4,000.00	420.96	10.52%	0.00	835.00	835.00	100.0%	3,771.82	10,000.00	6,228.18	62.28%	10,000.00	6,228.18	62.28%	-5.11%
6070-00 · RENT/LEASE OFFICE EQUIPMENT			0.00				0.00			0.00				0.00				0.00			0.00		
6070-01 · Rent/Lease - Office Equip./Gen	0.00	0.00	0.00	0%	0.00	0.00	0.00	0%	0.00	0.00	0%	0.00	285.00	285.00	100.0%	0.00	3,400.00	3,400.00	100.0%	3,400.00	3,400.00	100.0%	0.0%
6070-02 · Rent/Lease - Postage Meter	312.00	350.00	38.00	10.86%	1,248.00	1,400.00	152.00	10.86%	1,400.00	152.00	10.86%	312.00	300.00	-12.00	-4.0%	1,280.00	1,400.00	120.00	8.57%	1,400.00	120.00	8.57%	-2.5%
Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT	312.00	350.00	38.00	10.86%	1,248.00	1,400.00	152.00	10.86%	1,400.00	152.00	10.86%	312.00	585.00	273.00	46.67%	1,280.00	4,800.00	3,520.00	73.33%	4,800.00	3,520.00	73.33%	-2.5%
6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E																							
6080-01 · Dues/Memberships/Publications	223.00	1,500.00	1,277.00	85.13%	10,853.94	15,000.00	4,146.06	27.64%	15,000.00	4,146.06	27.64%	3,345.56	2,500.00	-845.56	-33.82%	20,610.50	13,000.00	-7,610.50	-58.54%	13,000.00	-7,610.50	-58.54%	-47.34%
6080-04 · Airport Marketing	1,071.80	2,000.00	928.20	46.41%	23,294.49	20,000.00	-3,294.49	-16.47%	20,000.00	-3,294.49	-16.47%	3,700.80	5,500.00	1,799.20	32.71%	17,085.03	20,000.00	2,914.97	14.57%	20,000.00	2,914.97	14.57%	36.34%
Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E	1,294.80	3,500.00	2,205.20	63.01%	34,148.43	35,000.00	851.57	2.43%	35,000.00	851.57	2.43%	7,046.36	8,000.00	953.64	11.92%	37,695.53	33,000.00	-4,695.53	-14.23%	33,000.00	-4,695.53	-14.23%	-9.41%
6090-00 · POSTAGE																							
6090-01 · Postage/Courier Service	207.20	175.00	-32.20	-18.4%	1,243.01	2,000.00	756.99	37.85%	2,000.00	756.99	37.85%	57.21	0.00	-57.21	0%	1,971.42	1,500.00	-471.42	-31.43%	1,500.00	-471.42	-31.43%	-36.95%
Total 6090-00 · POSTAGE	207.20	175.00	-32.20	-18.40%	1,243.01	2,000.00	756.99	37.85%	2,000.00	756.99	37.85%	57.21	0.00	-57.21	0%	1,971.42	1,500.00	-471.42	-31.43%	1,500.00	-471.42	-31.43%	-36.95%
6100-00 · EDUCATION/TRAINING																							
6100-01 · Education/Training - Admin.	0.00	1,250.00	1,250.00	100.0%	5,110.00	15,000.00	9,890.00	65.93%	15,000.00	9,890.00	65.93%	0.00	0.00	0.00	0%	6,615.00	2,500.00	-4,115.00	-164.6%	2,500.00	-4,115.00	-164.6%	-22.75%
6100-02 · Education/Training - OPS	1,067.04	0.00	-1,067.04	0%	3,178.04	3,500.00	321.96	9.20%	3,500.00	321.96	9.20%	0.00	0.00	0.00	0%	3,825.49	2,500.00	-1,325.49	-53.02%	2,500.00	-1,325.49	-53.02%	-16.92%
6100-03 · Education/Training - ARFF	0.00	3,000.00	3,000.00	100.0%	11,971.75	17,000.00	5,028.25	29.58%	17,000.00	5,028.25	29.58%	70.80	0.00	-70.80	0%	7,490.78	2,500.00	-4,990.78	-199.63%	2,500.00	-4,990.78	-199.63%	59.82%
6100-04 · Ed/Train. - ARFF Trienn Drill	0.00	0.00	0.00	0%	4,495.39	3,000.00	-1,495.39	-49.85%	3,000.00	-1,495.39	-49.85%	0.00	0.00	0.00	0%	0.00	2,500.00	2,500.00	100.0%	2,500.00	2,500.00	100.0%	0.0%
6100-05 · Education - Noise Abatement	37.50	835.00	797.50	95.51%	1,470.03	10,000.00	8,529.97	85.30%	10,000.00	8,529.97	85.30%	0.00	0.00	0.00	0%	14,781.75	5,000.00	-9,781.75	-195.64%	5,000.00	-9,781.75	-195.64%	-90.06%
6100-06 · Education - Security	0.00	835.00	835.00	100.0%	0.00	10,000.00	10,000.00	100.00%	10,000.00	10,000.00	100.00%	0.00	0.00	0.00	0%	5,060.00	0.00	-5,060.00	0%	0.00	-5,060.00	0%	-100.0%
6100-07 · Education - Public Outreach	0.00	0.00	0.00	0%	4,763.07	0.00	-4,763.07	0%	0.00	-4,763.07	0%	2,160.95	0.00	-2,160.95	0%	13,886.07	0.00	-13,886.07	0%	0.00	-13,886.07	0%	-65.7%
6100-08 · Education/Training - HFD Coop.	0.00	0.00	0.00	0%	997.50	0.00	-997.50	0%	0.00	-997.50	0%	0.00	0.00	0.00	0%	0.00	0.00	0.00	0%	0.00	0.00	0%	0.0%
Total 6100-00 · EDUCATION/TRAINING	1,104.54	5,920.00	4,815.46	81.34%	31,985.78	58,500.00	26,514.22	45.32%	58,500.00	26,514.22	45.32%	2,231.75	0.00	-2,231.75	0%	51,659.09	15,000.00	-36,659.09	-244.39%	15,000.00	-36,659.09	-244.39%	-38.08%
6110-00 · CONTRACTS																							
6110-01 · Contracts - General	0.00	0.00	0.00	0%	708.35	0.00	-708.35	0%	0.00	-708.35	0%	0.00	0.00	0.00	0%	740.00	0.00	-740.00	0%	0.00	-740.00	0%	-4.28%
6110-02 · Contracts - FMAA	3,500.00	3,500.00	0.00	0.0%	42,000.00	42,000.00	0.00	0.00%	42,000.00	0.00	0.00%	3,500.00	3,500.00	0.00	0.0%	42,000.00	42,000.00	0.00	0.0%	42,000.00	0.00	0.0%	0.0%
6110-03 · Contracts - SVA/Fee Collection	4,900.00	5,000.00	100.00	2.0%	58,800.00	58,900.00	100.00	0.17%	58,900.00	100.00	0.17%	4,900.00	4,910.00	10.00	0.2%	58,800.00	58,900.00	100.00	0.17%	58,900.00	100.00	0.17%	0.0%
6110-04 · Contracts - COH LEO	0.00	425.00	425.00	100.0%	0.00	5,000.00	5,000.00	100.00%	5,000.00	5,000.00	100.00%	0.00	425.00	425.00	100.0%	0.00	5,000.00	5,000.00	100.0%	5,000.00	5,000.00	100.0%	0.0%
6110-05 · Contracts - Janitorial	0.00	4,600.00	4,600.00	100.0%	0.00	50,000.00	50,000.00	100.00%	50,000.00	50,000.00	100.00%	0.00	2,500.00	2,500.00	100.0%	0.00	30,000.00	30,000.00	100.0%	30,000.00	30,000.00	100.0%	0.0%
6110-07 · Contracts - Snow Removal	0.00	0.00	0.00	0%	0.00	25,000.00	25,000.00	100.00%	25,000.00	25,000.00	100.00%	0.00	0.00	0.00	0%	0.00	15,000.00	15,000.00	100.0%	15,000.00	15,000.00	100.0%	0.0%
6110-08 · Contracts - Eccles Tree Lights	0.00	0.00	0.00	0%	47,500.00	30,000.00	-17,500.00	-58.33%	30,000.00	-17,500.00	-58.33%	0.00	0.00	0.00	0%	30,000.00	30,000.00	0.00	0.0%	30,000.00	0.00	0.0%	58.33%
6110-09 · Contracts -Website	0.00	0.00	0.00	0%	0.00	0.00	0.00	0%	0.00	0.00	0%	0.00	0.00	0.00	0%	0.00	0.00	0.00	0%	0.00	0.00	0%	0.0%
6110-10 Contracts - Email Server Access	0.00	0.00	0.00	0%	0.00	0.00	0.00	0%															

Friedman Memorial Airport Budget Performance Summary by Month - Operational September 2017																							
	Sept. 17 Actual	Sept. 17 Budget	Budget Remaining	% Remaining	Oct.- Sept. 17 Actual	Oct. - Sept. 17 Budget	Budget Remaining	% Remaining	Annual Budget	Budget Remaining	% Remaining	Sept. 16 Actual	Sept. 16 Budget	Budget Remaining	% Remaining	Oct.- Sept. 16 Actual	Oct. - Sept. 16 Budget	Budget Remaining	% Remaining	Annual Budget	Budget Remaining	% Remaining	Actual Year End % Change
"B" EXPENSES - OPERATIONAL																							
6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI																							
6500-01 · Supplies/Equipment - General	0.00	225.00	225.00	100.0%	2,011.98	2,500.00	488.02	19.52%	2,500.00	488.02	19.52%	26.01	0.00	-26.01	0%	1,893.41	0.00	-1,893.41	0%	0.00	-1,893.41	0%	6.26%
6500-02 · Supplies/Equipment - Tools	1,514.09	1,050.00	-464.09	-44.2%	5,175.88	12,500.00	7,324.12	58.59%	12,500.00	7,324.12	58.59%	41.98	0.00	-41.98	0%	7,715.92	2,500.00	-5,215.92	-208.64%	2,500.00	-5,215.92	-208.64%	-32.92%
6500-03 · Supplies/Equipment - Clothing	2,477.30	0.00	-2,477.30	0%	4,840.50	10,000.00	5,159.50	51.60%	10,000.00	5,159.50	51.60%	0.00	0.00	0.00	0%	1,483.55	2,500.00	1,016.45	40.66%	2,500.00	1,016.45	40.66%	226.28%
6500-04 · Supplies/Equipment - Janitorial	1,345.63	1,650.00	304.37	18.45%	16,431.02	20,000.00	3,568.98	17.84%	20,000.00	3,568.98	17.84%	1,446.82	425.00	-1,021.82	-240.43%	20,959.43	5,000.00	-15,959.43	-319.19%	5,000.00	-15,959.43	-319.19%	-21.61%
6500-05 · Supplies/Equipment - Deice	0.00	0.00	0.00	0%	0.00	40,000.00	40,000.00	100.00%	40,000.00	40,000.00	100.00%	0.00	0.00	0.00	0%	0.00	20,000.00	20,000.00	100.0%	20,000.00	20,000.00	100.0%	0.0%
6500-06 · Supplies/Equipment - ARFF	0.00	500.00	500.00	100.0%	0.00	10,000.00	10,000.00	100.00%	10,000.00	10,000.00	100.00%	0.00	425.00	425.00	100.0%	0.00	5,000.00	5,000.00	100.0%	5,000.00	5,000.00	100.0%	0.0%
Total 6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI	5,337.02	3,425.00	-1,912.02	-55.83%	28,459.38	95,000.00	66,540.62	70.04%	95,000.00	66,540.62	70.04%	1,514.81	850.00	-664.81	-78.21%	32,052.31	35,000.00	2,947.69	8.42%	35,000.00	2,947.69	8.42%	-11.21%
6510-00 · FUEL/LUBRICANTS																							
6510-01 · General	0.00	85.00	85.00	100.0%	1,081.93	1,000.00	-81.93	-8.19%	1,000.00	-81.93	-8.19%	0.00	425.00	425.00	100.0%	505.90	5,000.00	4,494.10	89.88%	5,000.00	4,494.10	89.88%	113.86%
6510-02 · Fuel	0.00	500.00	500.00	100.0%	42,628.07	36,000.00	-6,628.07	-18.41%	36,000.00	-6,628.07	-18.41%	131.52	1,000.00	868.48	86.85%	23,140.48	28,000.00	4,859.52	17.36%	28,000.00	4,859.52	17.36%	84.21%
6510-03 · Lubricants	1,890.45	0.00	-1,890.45	0%	3,987.40	3,000.00	-987.40	-32.91%	3,000.00	-987.40	-32.91%	0.00	250.00	250.00	100.0%	2,089.16	2,000.00	-89.16	-4.46%	2,000.00	-89.16	-4.46%	90.86%
Total 6510-00 · FUEL/LUBRICANTS	1,890.45	585.00	-1,305.45	-223.15%	47,697.40	40,000.00	-7,697.40	-19.24%	40,000.00	-7,697.40	-19.24%	131.52	1,675.00	1,543.48	92.15%	25,735.54	35,000.00	9,264.46	26.47%	35,000.00	9,264.46	26.47%	85.34%
6520-00 · VEHICLES/MAINTENANCE																							
6520-01 · R/M Equipment - General	7,733.41	175.00	-7,558.41	-4,319.09%	8,332.83	2,000.00	-6,332.83	-316.64%	2,000.00	-6,332.83	-316.64%	59.44	0.00	-59.44	0%	4,351.00	2,250.00	-2,101.00	-93.38%	2,250.00	-2,101.00	-93.38%	91.52%
6520-02 · R/M '93 Schmidt Snow	0.00	0.00	0.00	0%	0.00	0.00	0.00	0%	0.00	0.00	0%	0.00	0.00	0.00	0%	4,297.32	2,250.00	-2,047.32	-90.99%	2,250.00	-2,047.32	-90.99%	-100.0%
6520-06 · R/M Equipment - '85 Ford Dump	0.00	250.00	250.00	100.0%	190.65	1,000.00	809.35	80.94%	1,000.00	809.35	80.94%	0.00	0.00	0.00	0%	2,317.37	2,500.00	182.63	7.31%	2,500.00	182.63	7.31%	-91.77%
6520-08 · R/M Equip. - '96 Tiger Tractor	75.94	100.00	24.06	24.06%	2,260.53	1,500.00	-760.53	-50.70%	1,500.00	-760.53	-50.70%	0.00	0.00	0.00	0%	723.22	250.00	-473.22	-189.29%	250.00	-473.22	-189.29%	212.56%
6520-09 · R/M Equip. - '96 Oshkosh Swp.	311.93	300.00	-11.93	-3.98%	2,782.53	3,000.00	217.47	7.25%	3,000.00	217.47	7.25%	581.16	300.00	-281.16	-93.72%	1,306.67	1,000.00	-306.67	-30.67%	1,000.00	-306.67	-30.67%	112.95%
6520-13 · R/M Equip. - Crafco Crack Flr.	0.00	100.00	100.00	100.0%	0.00	1,000.00	1,000.00	100.00%	1,000.00	1,000.00	100.00%	0.00	0.00	0.00	0%	0.00	0.00	0.00	0%	0.00	0.00	0%	0.0%
6520-17 · R/M Equip. '01 Case 921 Ldr.	262.21	0.00	-262.21	0%	1,744.45	0.00	-1,744.45	0%	0.00	-1,744.45	0%	18.29	0.00	-18.29	0%	1,814.49	1,500.00	-314.49	-20.97%	1,500.00	-314.49	-20.97%	-3.86%
6520-18 · R/M Equip. '97 Chevy Blazer	0.00	700.00	700.00	100.0%	43.14	1,000.00	956.86	95.69%	1,000.00	956.86	95.69%	0.00	0.00	0.00	0%	780.02	1,000.00	219.98	22.0%	1,000.00	219.98	22.0%	-94.47%
6520-19 · R/M Equip. '02 Ford F-150 PU	0.00	150.00	150.00	100.0%	392.25	1,000.00	607.75	60.78%	1,000.00	607.75	60.78%	0.00	0.00	0.00	0%	1,701.06	1,500.00	-201.06	-13.4%	1,500.00	-201.06	-13.4%	-76.94%
6520-20 · R/M Equip. - '02 Kodiak Blower	1,163.15	200.00	-963.15	-481.58%	2,666.51	1,000.00	-1,666.51	-166.65%	1,000.00	-1,666.51	-166.65%	0.00	0.00	0.00	0%	252.20	250.00	-2.20	-0.88%	250.00	-2.20	-0.88%	957.3%
6520-24 · R/M Equip. - '01 Ford F-250	0.00	0.00	0.00	0%	0.00	1,500.00	1,500.00	100.00%	1,500.00	1,500.00	100.00%	0.00	0.00	0.00	0%	2,115.07	2,000.00	-115.07	-5.75%	2,000.00	-115.07	-5.75%	-100.0%
6520-25 · R/M Equip.- '04 Batts De-Ice	0.00	0.00	0.00	0%	2,371.54	2,000.00	-371.54	-18.58%	2,000.00	-371.54	-18.58%	0.00	0.00	0.00	0%	39.39	250.00	210.61	84.24%	250.00	210.61	84.24%	5,920.67%
6520-28 · R/M Equip.- '06 Case 621 Loader	61.40	250.00	188.60	75.44%	541.40	2,500.00	1,958.60	78.34%	2,500.00	1,958.60	78.34%	0.00	0.00	0.00	0%	2,382.56	2,000.00	-382.56	-19.13%	2,000.00	-382.56	-19.13%	-77.28%
6520-29 · R/M Equip.- '10 Waus Broom/ Plow	4,508.87	150.00	-4,358.87	-2,905.91%	19,120.95	5,000.00	-14,120.95	-282.42%	5,000.00	-14,120.95	-282.42%	0.00	0.00	0.00	0%	11,058.27	2,000.00	-9,058.27	-452.91%	2,000.00	-9,058.27	-452.91%	72.91%
6520-30 · R/M Equip.-'05 Ford F-350	-37.72	250.00	287.72	115.09%	4,703.60	1,500.00	-3,203.60	-213.57%	1,500.00	-3,203.60	-213.57%	0.00	0.00	0.00	0%	11,781.73	2,000.00	-9,781.73	-489.09%	2,000.00	-9,781.73	-489.09%	-60.08%
6520-31 · R/M Equip.- '10 Oshkosh Blower	1,213.02	500.00	-713.02	-142.6%	8,274.71	3,000.00	-5,274.71	-175.82%	3,000.00	-5,274.71	-175.82%	0.00	0.00	0.00	0%	320.46	500.00	179.54	35.91%	500.00	179.54	35.91%	2,482.14%
6520-32 · R/M Equip.- '09 Mini Truck	0.00	0.00	0.00	0%	74.70	500.00	425.30	85.06%	500.00	425.30	85.06%	0.00	0.00	0.00	0%	480.05	500.00	19.95	3.99%	500.00	19.95	3.99%	-84.44%
6520-34 · R/M Equip.-'12 Case 921F Load	351.99	150.00	-201.99	-134.66%	1,571.38	2,000.00	428.62	21.43%	2,000.00	428.62	21.43%	0.00	0.00	0.00	0%	1,894.85	1,500.00	-394.85	-26.32%	1,500.00	-394.85	-26.32%	-17.07%
6520-35 · R/M Equip.-'14 Ford Explorer	0.00	100.00	100.00	100.0%	704.78	500.00	-204.78	-40.96%	500.00	-204.78	-40.96%	0.00	0.00	0.00	0%	616.57	500.00	-116.57	-23.31%	500.00	-116.57	-23.31%	14.31%
6520-37 · R/M Equip.-'15 Tool Cat	264.61	100.00	-164.61	-164.61%	1,501.24	2,000.00	498.76	24.94%	2,000.00	498.76	24.94%	315.00	0.00	-315.00	0%	82.71	250.00	167.29	66.92%	250.00	167.29	66.92%	1,715.06%
6520-38 · R/M Equip.-'15 Wausau Broom	580.54	0.00	-580.54	0%	2,331.56	3,000.00	668.44	22.28%	3,000.00	668.44	22.28%	0.00	0.00	0.00	0%	438.48	1,000.00	561.52	56.15%	1,000.00	561.52	56.15%	431.74%
6520-40 · R/M Equip. - '17 Ford-350 Super	0.00	0.00	0.00	0%	1,772.81	0.00	-1,772.81	0%	0.00	-1,772.81	0%	0.00	0.00	0.00	0%	0.00	0.00	0.00	0%	0.00	0.00	0%	0.0%
Total 6520-00 · VEHICLES/MAINTENANCE	16,489.35	3,475.00	-13,014.35	-374.51%	61,381.56	35,000.00	-26,381.56	-75.38%	35,000.00	-26,381.56	-75.38%	973.89	300.00	-673.89	-224.63%	48,753.49	25,000.00	-23,753.49	-95.01%	25,000.00	-23,753.49	-95.01%	25.9%
6530-00 · ARFF MAINTENANCE																							
6530-01 · ARFF Maint. Gen/Supplies	0.00	0.00	0.00	0%	15,412.14	2,000.00	-13,412.14	-670.61%	2,000.00	-13,412.14	-670.61%	189.51	0.00	-189.51	0%	2,358.71	500.00	-1,858.71	-371.74%	500.00	-1,858.71	-371.74%	553.41%
6530-03 · ARFF Maint. - '87 Oshkosh	103.95	0.00	-103.95	0%	372.23	2,000.00	1,627.77	81.39%	2,000.00	1,627.77	81.39%	356.28	500.00	143.72	28.74%	6,240.62	6,000.00	-240.62	-4.01%	6,000.00	-240.62	-4.01%	-94.04%
6530-04 · ARFF Maint. - Radios	0.00	0.00	0.00	0%	1,535.53	1,000.00	-535.53	-53.55%	1,000.00	-535.53	-53.55%	0.00	0.00	0.00	0%	240.00	500.00	260.00	52.0%	500.00	260.00	52.0%	539.8%
6530-05 · ARFF MAInt. - '03 E-One	0.00	0.00	0.00	0%	935.95	2,000.00	1,064.05	53.20%	2,000.00	1,064.05	53.20%	0.00	0.00	0.00	0%	123.96	0.00	-123.96	0%	0.00	-123.96	0%	655.04%
Total 6530-00 · ARFF MAINTENANCE	103.95	0.00	-103.95	0%	18,255.85	7,000.00	-11,255.85	-160.80%	7,000.00	-11,255.85	-160.80%	545.79	500.00	-45.79	-9.16%	8,963.29	7,000.00	-1,963.29	-28.05%	7,000.00	-1,963.29	-28.05%	103.67%
6540-00 · REPAIRS/MAINTENANCE - BUILDING																							
6540-01 · R/M Bldg. - General	-	250.00	250.00	100.0%	508.97	500.00	-8.97	-1.79%	500.00	-8.97	-1.79%	0.00	0.00	0.00	0%	6,753.23	0.00	-6,753.23	0%	0.00	-6,753.23	0%	-92.46%
6540-02 · R/M Bldg. - Terminal	4,899.80	2,090.00	-2,809.80	-134.44%	88,248.08	25,000.00	-63,248.08	-252.99%	25,000.00	-63,248.08	-252.99%	4,8											



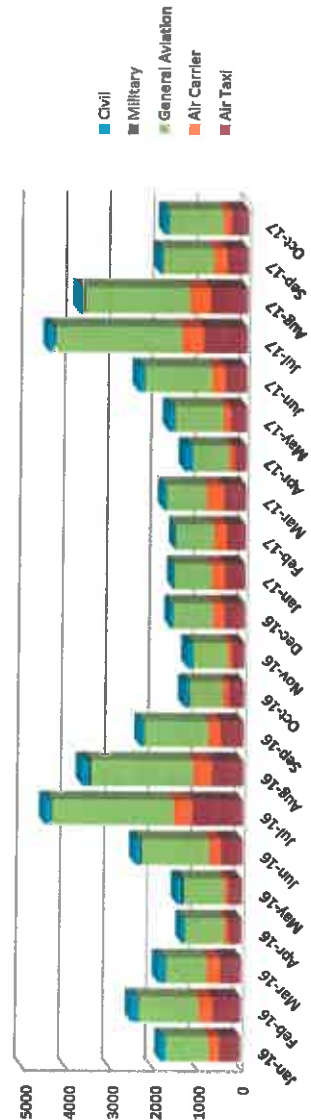
September17OperationalBudgetPerformanceSummary-By Month.xlsx
Page 7 of 7

**Friedman Memorial Airport
October 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	2,647	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	1,895
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	1,426
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	1,802
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	2,502
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	4,573
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	3,873
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	2,036
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	1,939
November	3,082	2,698	2,599	2,749	2,260	2,912	2,892	1,670	1,901	1,309	1,114	1,325	1,475	908	1,229	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	50,858	55,897	44,739	45,032	43,607	43,002	50,712	33,836	31,699	32,350	30,555	28,269	32,140	23,307	24,815	26,716	23,340

**Operations
2016-2017
(Cumulative)**



ATCT Operations Change (2017 vs. 2016)			
	2017	2016	% Change
Air Taxi	469	350	17%
Air Carrier	166	123	37%
General Aviation	1,254	786	60%
Military	10	14	-28%
Civil	98	104	-6%
Total	1,939	1,377	40.81%
ATD 10/17	34,940	23,433	1.46%

**Friedman Memorial Airport
October 2017**

Month	2017 Enplanements									
	Alaska Airlines					Delta Airlines				
	Revenue	Non- Revenue	Total	Prior Year Month	Total % Change	Revenue	Non- Revenue	Total	Prior Year Month	Total % Change
Jan-17	3,461	75	3,536	3,232	9%	2,637	48	2,685	2,326	15%
Feb-17	3,272	68	3,340	3,407	-2%	2,470	86	2,556	3,262	-22%
Mar-17	3,758	108	3,867	3,048	27%	4,820	124	4,944	4,023	23%
Apr-17	0	0	0	0	0%	3,231	108	3,339	3,327	0%
May-17	0	0	0	0	0%	3,121	114	3,235	2,735	16%
Jun-17	2,058	47	2,105	1,893	11%	3,776	104	3,880	3,825	1%
Jul-17	4,145	70	4,215	3,492	21%	5,282	97	5,379	4,964	8%
Aug-17	4,103	83	4,186	3,640	15%	5,562	72	5,634	5,196	9%
Sep-17	2,329	58	2,387	2,004	19%	4,270	80	4,350	4,443	-2%
Oct-17	1,110	34	1,144	517	121%	3,794	62	3,856	3,347	15%
Totals	24,238	544	24,780	21,233	17%	38,963	595	39,558	37,448	6%

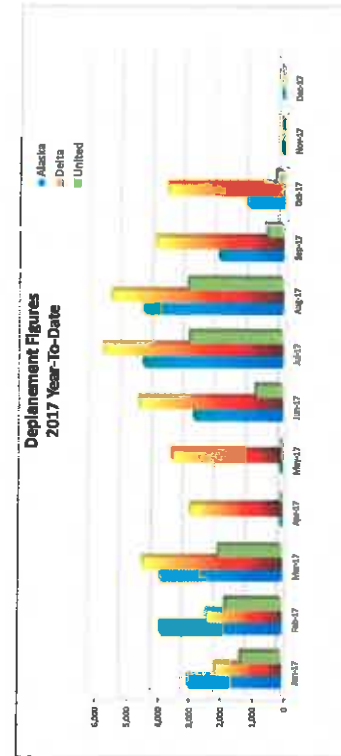
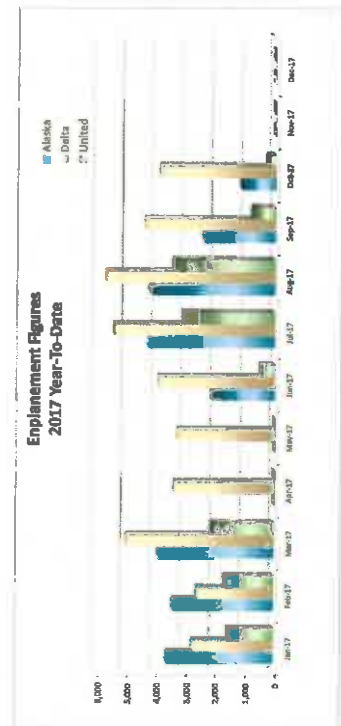
2017 Enplanements									
United Airlines					Total				
Revenue	Non- Revenue	Total	Prior Year Month	Total % Change	Revenue	Non- Revenue	Total	Prior Year Month	Total % Change
1,492	27	1,519	1,197	27%	1,492	27	1,519	1,197	27%
1,626	19	1,645	1,860	-11%	1,626	19	1,645	1,860	-11%
2,074	46	2,120	1,922	10%	2,074	46	2,120	1,922	10%
0	0	0	0	0%	0	0	0	0	0%
0	0	0	0	0%	0	0	0	0	0%
454	19	473	299	58%	454	19	473	299	58%
3,006	58	3,064	3,187	-4%	3,006	58	3,064	3,187	-4%
3,321	81	3,402	3,506	-3%	3,321	81	3,402	3,506	-3%
742	21	763	819	-7%	742	21	763	819	-7%
202	13	215	0	100%	202	13	215	0	100%
Totals	77,859	13,201	91,060	3%	77,859	13,201	91,060	91,060	3%

Legend for Chart:

Month	2017 Depacements									
	Alaska Airlines					Delta Airlines				
	Revenue	Non- Revenue	Total	Prior Year Month	Total % Change	Revenue	Non- Revenue	Total	Prior Year Month	Total % Change
Jan-17	2,822	80	2,902	2,589	12%	2,004	49	2,053	1,888	9%
Feb-17	3,702	68	3,771	3,341	13%	2,293	51	2,344	3,146	-25%
Mar-17	3,700	100	3,800	3,033	25%	4,268	118	4,386	4,005	10%
Apr-17	0	0	0	0	0%	2,767	99	2,866	2,638	9%
May-17	0	0	0	0	0%	3,318	114	3,432	2,885	19%
Jun-17	2,699	56	2,755	2,362	17%	4,408	98	4,496	4,257	6%
Jul-17	4,302	77	4,379	3,740	17%	5,539	98	5,637	5,275	7%
Aug-17	4,270	89	4,359	3,743	16%	5,293	87	5,380	4,862	11%
Sep-17	1,932	48	1,981	1,828	8%	3,921	71	3,992	4,105	-3%
Oct-17	1,051	41	1,092	436	150%	3,538	78	3,616	2,989	21%
Totals	24,478	561	25,039	21,070	19%	37,349	853	38,202	36,060	6%

2017 Depacements									
United Airlines					Total				
Revenue	Non- Revenue	Total	Prior Year Month	Total % Change	Revenue	Non- Revenue	Total	Prior Year Month	Total % Change
1,238	38	1,276	790	62%	1,238	38	1,276	790	62%
1,729	30	1,759	1,767	-2%	1,729	30	1,759	1,767	-2%
1,951	31	1,982	1,868	7%	1,951	31	1,982	1,868	7%
0	0	0	0	0%	0	0	0	0	0%
0	0	0	0	0%	0	0	0	0	0%
808	25	833	636	31%	808	25	833	636	31%
2,869	52	2,921	3,198	-9%	2,869	52	2,921	3,198	-9%
2,901	62	2,963	2,928	1%	2,901	62	2,963	2,928	1%
469	15	484	513	-6%	469	15	484	513	-6%
172	8	180	0	100%	172	8	180	0	100%
Totals	75,639	12,398	88,037	6%	75,639	12,398	88,037	88,037	6%

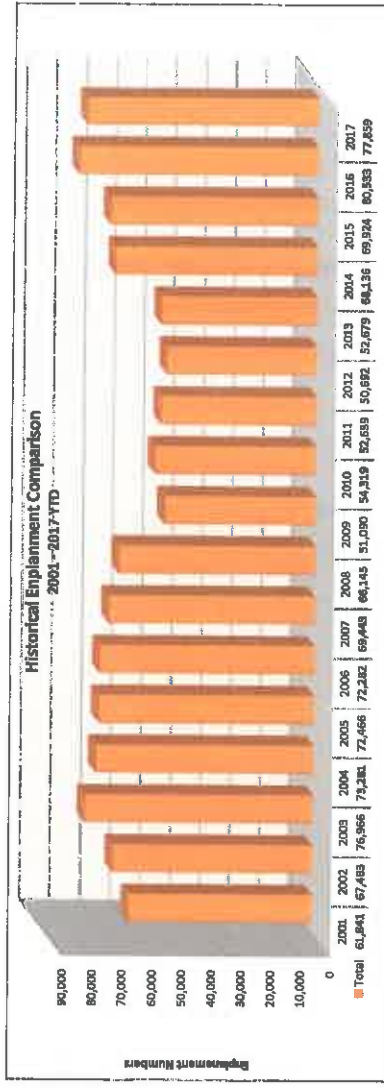
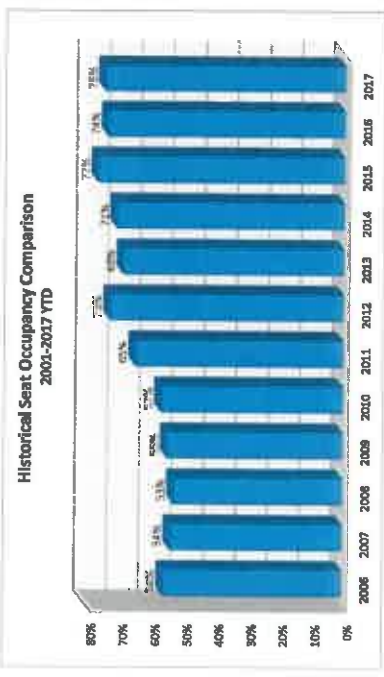
Legend for Chart:



Friedman Memorial Airport
October 2017

2017 Seat Occupancy																		
Qtr	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	3,366	2,685	80%	34	2,244	1,519	68%	10,398	7,740	74%	10%	15%	3%
Feb-17	60	4,560	3,340	73%	53	3,498	2,556	73%	35	2,310	1,645	71%	10,368	7,541	73%	-3%	-11%	-8%
Mar-17	68	5,168	3,867	75%	99	6,534	4,944	76%	43	2,838	2,120	75%	14,540	10,931	75%	25%	-4%	-4%
Apr-17	0	0	0	0%	60	3,960	3,339	84%	0	0	0	0%	3,960	3,339	84%	-3%	0%	4%
May-17	0	0	0	0%	62	4,082	3,235	79%	0	0	0	0%	4,082	3,235	79%	11%	18%	7%
Jun-17	48	3,264	2,105	64%	81	5,346	3,880	73%	22	1,452	473	33%	10,062	6,458	64%	6%	7%	0%
Jul-17	80	5,440	4,215	77%	104	7,280	5,379	74%	62	4,712	3,064	65%	17,432	12,658	73%	12%	8%	-3%
Aug-17	78	5,304	4,186	79%	104	7,176	5,654	79%	60	4,200	3,402	81%	16,880	13,242	79%	10%	7%	-2%
Sep-17	49	3,332	2,387	72%	81	5,589	4,350	78%	22	1,482	763	53%	10,373	7,500	72%	6%	3%	-3%
Oct-17	20	1,520	1,144	75%	61	4,209	3,656	92%	9	594	215	36%	6,323	5,215	82%	40%	35%	-4%
Totals	466	33,376	24,780	74%	756	51,050	39,878	78%	287	19,802	13,201	67%	104,228	77,859	75%	11%	9%	-2%
Note: Total of 68 Seats Available on aircraft for summer months Total of 78 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 items of the same nature during the winter months.															Total of 78 Seats Available on aircraft			

Note: Total of 68 Seats Available on aircraft for summer months
Total of 78 Seats Available on aircraft for winter months
Total of 76 Seats Available on aircraft for Jan. - June
Total of 70 Seats Available in July
Total of 78 Seats Available on aircraft for other times of the year seats may be capped due to environmental conditions



U.S. CONTRACT TOWER ASSOCIATION

N E W S L E T T E R

FAA Federal Contract Tower Program

"The Government/Industry Partnership Dedicated to Air Traffic Safety"

VOLUME 21 NUMBER 3

NOVEMBER 2017

FAA CONTRACT TOWER PROGRAM POSITIONED FOR FULL FUNDING IN FISCAL YEAR 2018

Although Congress has not yet taken final action on measures to fund the federal government in fiscal year 2018, FAA's Contract Tower Program is well positioned in the pending House and Senate bills for full funding.

The House Appropriations Committee approved its DOT/FAA appropriations bill for fiscal year 2018 that includes \$162 million in statutory bill language for FAA's Contract Tower Program (\$3 million more than the final fiscal year 2017 mandatory spending for the program). That's the full amount of dedicated and guaranteed funding that will fund all current 253 FAA contract towers, including the 16 towers in cost share program, as well as spending flexibility for FAA to add several new-start towers in fiscal year 2018.

The report on contract tower funding from the committee stated: *"The Committee recommendation includes \$162 million for the contract tower program, including the contract tower cost share program. The Committee continues to strongly support the FAA contract tower program as a cost-effective and efficient way to provide air traffic control services to smaller airports across the country as validated by numerous audits of the Department of Transportation Office of Inspector General. In an effort to increase air traffic safety benefits throughout the national air transportation system, the Committee has provide dedicated funding over the past few years to add qualified airports annually to the program. The Committee expects FAA to continue to operate the 253 contract towers currently in the program, including the contract tower cost share program, as well as the qualified airports that are eligible to enter the program and any other airport that may qualify during the fiscal year. FAA is directed to provide the Committee with a plan for beginning operations at qualified towers during the fiscal year and a detailed report on the*

administrative and program management expenses for the program."

The Appropriations Committee report also includes \$5 million to continue the remote tower program and deploy remote towers at two additional airports. The report includes a statement in support of remote towers and lays out which airports will be prioritized for construction of a remote tower: *"The Committee believes that the remote tower is a promising technology that will improve aviation safety, reduce capital costs, and increase operational efficiencies. In selecting airports to install a remote tower, the Committee directs the FAA to take into account the interest of the airport sponsor and to give priority to airports that are currently in the contract tower program that have aging towers in need of replacement or are non-towered airports that are viable candidates for the program."*

The Senate Appropriations Committee approved its DOT/FAA appropriations bill for fiscal year 2018 that also includes \$162 million in statutory bill language for the FAA contract tower program.

The report from the Senate Appropriations Committee stated: *"The Committee recommendation provides not less than \$162,000,000 for the contract tower program, including the cost-share contract towers, which is \$3,000,000 above the fiscal year 2017 enacted level. Contract towers serve as vital public safety and economic development assets to hundreds of communities. Municipalities depend on the contract tower program to provide commercial and general aviation services, jobs, and public safety, such as air ambulance services. The Committee continues to express strong support for the FAA contract tower program as a cost-effective and efficient way to provide air traffic control services to smaller airports across the country, as validated by numerous audits of the Department of Transportation Office of Inspector General. In an effort to increase air traffic safety benefits throughout the national air transportation system, the Committee has provide dedicated funding over*

the past few years to add qualified airports annually to the program. For fiscal year 2018, the Committee expects FAA to continue to operate the 253 contract towers currently in the program, including the contract tower cost share program, as well as add in an expeditious manner qualified airports eligible to enter the program and any other airport that may qualify during the fiscal year. FAA is directed to provide the House and Senate Committees on Appropriations with a plan for beginning operations at qualified towers during the fiscal year and a detailed report on the administrative and program management expenses for the program since fiscal year 2013 not later than 90 days from enactment of this act.

"Current law limits contributions by airports in the contract tower cost share program to 20 percent of total costs. The contract tower program continues to serve as a highly successful model for cost-effective government and industry partnerships in the aviation industry. The agency-imposed 2014 moratorium on calculating contract tower benefit/cost (b/c) analysis on applicable non-towered airports, non-Federal towers, and cost-share contract tower airports was lifted by statutory language in the fiscal year 2017 omnibus appropriations law. As such, the Committee expects the agency to work collaboratively and in partnership with airports and industry stakeholders on a fair and balanced approach to the b/c analysis that focuses on enhancing air traffic safety and efficiency at appropriate airports."

The Appropriations Committee report also includes \$5 million to continue the remote tower program and deploy remote towers at two additional airports. The report includes a statement in support of remote towers: "The Committee believes that the remote tower is a promising technology that will improve aviation safety, reduce capital costs, and increase operational efficiencies. In selecting airports to install a remote tower, the Committee directs the FAA to take into account the interest of the airport sponsor and to give priority to airports that are currently in the contract tower program that have aging towers in need of replacement or are non-towered airports that are viable candidates for the program."

CONTRACT TOWER PROVISIONS PREVAIL IN FAA REAUTHORIZATION BILLS

The House Transportation and Infrastructure and the Senate Commerce committees have approved their respective versions of FAA reauthorization, and the positive contract tower provisions that were in the base bills remain intact.

Below is a summary of the contract tower provisions in the House FAA reauthorization bill (H.R. 2997).

- Except for airports in the cost-share program, FAA is prohibited from conducting b/c analyses on airports in the FAA Contract Tower Program unless air traffic activity at a contract tower airport drops by more than 25 percent in a

single year or more than 60 percent of a three-year period. Cost-share contract towers will have b/c's conducted annually.

- Ten percentage points automatically are added to all contract tower b/c's to capture the non-quantifiable benefits of operating towers. The current cap on cost-share payments is 20 percent. As such, the most an airport would pay to participate in the contract tower cost-share program is 10 percent.

- FAA only can include the following agency costs to calculate contract tower b/c's: (1) controller staffing costs; (2) FAA's telecommunication costs; (3) tower equipment paid for and installed by FAA, and (4) any actual travel costs for FAA personnel to maintain tower equipment owned by FAA.

- If an airport is issued a new b/c that is below 1.0 and does not wish to appeal, the cost-share payment for the airport goes into effect 12 months after receipt of the new b/c. If the airport decides to appeal the new b/c, there is a total of 19 months from the initial receipt of the new b/c for the appeal/review process to when the final b/c is issued and cost-share payment becomes effective.

- FAA also is required to issue a b/c analysis within 90 days for airports that have applied to participate in the contract tower program, as well as those currently in the contract tower cost-share program that have requested an updated b/c analysis.

(continued on page 6)

U. S. CONTRACT TOWER ASSOCIATION

NEWSLETTER

Editor.....Barbara Cook
barbara.cook@aaae.org

Todd Hauptli,
President and CEO, AAAE

J. Spencer Dickerson,
Executive Director, USCTA
Senior Executive Vice President-Global Operations, AAAE
601 Madison Street, S. 400
Alexandria, VA 22314
(703) 824-0500, Ext. 130
sdickerson@aaae.org

The U.S. Contract Tower Association newsletter is published by the American Association of Airport Executives, the largest professional organization for airport executives in the world.

Visit our website at www.contracttower.org



REP. JOE BARTON (R-TEXAS) VISITS ARLINGTON (TEXAS) MUNICIPAL AIRPORT ON SEPT. 19. SHOWN LEFT TO RIGHT ARE: RVA TOWER MANAGER CLINTON TUGGLE; REP. JOE BARTON (R-TEXAS); AIRPORT MANAGER KAREN VANWINKLE; AND MIKE FEELEY, RVA AREA MANAGER.



SHOWN LEFT TO RIGHT ARE: RVA TOWER CONTROLLER CAROL LATHAM; AIRPORT MANAGER KAREN VANWINKLE, REP. JOE BARTON, MIKE FEELEY, RVA AREA MANAGER; AND RVA CONTROLLER SHANE SMITH.



REP. TED DEUTCH (D-FLA.) ON AUG. 8 VISITED BOCA RATON (FLORIDA) AIRPORT. PICTURED FROM LEFT TO RIGHT ARE: SCOTT KOHUT, BOCA RATON AIRPORT DEPUTY DIRECTOR; DAVID BEZANIS, BOCA RATON TOWER MANAGER; JIM NAU, BOCA RATON AIRPORT AUTHORITY BOARD MEMBER; CLARA BENNETT, BOCA RATON AIRPORT EXECUTIVE DIRECTOR; AND REP. TED DEUTCH (D-FLA.).

FAA Contract Tower List

254 TOWERS AS OF DECEMBER 1, 2017. 16 TOWERS MARKED WITH AN ASTERISK ARE IN THE COST-SHARING PROGRAM

AIRPORT NAME	STATE
Bethel	AK
Kenai Municipal	AK
King Salmon	AK
Kodiak	AK
Brookley (Mobile)	AL
Dothan	AL
Tuscaloosa Regional	AL
Fayetteville	AR
Northwest Arkansas Regional	AR
*Rogers Municipal-Carter Field	AR
*Springdale	AR
Texarkana Mun./Webb Field	AR
Chandler	AZ
Flagstaff Pulliam	AZ
Glendale	AZ
Goodyear (Phoenix)	AZ
Laughlin/Bullhead City	AZ
Phoenix-Mesa Gateway	AZ
Ryan (Tucson)	AZ
Castle	CA
Chico	CA
Fullerton	CA
Hawthorne	CA
Mather (Sacramento)	CA
Modesto	CA
Oxnard	CA
Palmdale	CA
Ramona Airport	CA
Redding Municipal	CA
Riverside	CA
Sacramento Executive	CA
Salinas Municipal	CA
San Carlos	CA
Brown Field (San Diego)	CA
San Luis Obispo	CA
Santa Maria	CA
Victorville	CA
Whiteman (Los Angeles)	CA
William J. Fox (Lancaster)	CA
Eagle County	CO
Front Range	CO
Grand Junction	CO
Bridgeport	CT
Danbury	CT
New London (Groton)	CT
Brainard (Hartford)	CT
Tweed-New Haven	CT
Waterbury/Oxford	CT
Albert Whitted (St. Petersburg)	FL
Boca Raton	FL

AIRPORT NAME	STATE
Cecil Field (Jacksonville)	FL
Charlotte County	FL
Gainesville	FL
Hernando County	FL
Hollywood	FL
Craig (Jacksonville)	FL
Destin Executive	FL
Key West	FL
Kissimmee	FL
Lakeland Municipal	FL
Leesburg International	FL
Melbourne	FL
Naples	FL
New Smyrna Beach Mun.	FL
Ocala	FL
Opa Locka (Miami)	FL
Ormond Beach Mun.	FL
Page Field	FL
Palm Coast/Flagler County	FL
Panama City/Bay Co.	FL
Pompano Beach	FL
St. Augustine	FL
Stuart/Whitham	FL
Titusville/Cocoa	FL
Athens Municipal	GA
Fulton County	GA
Gwinnett County	GA
Macon	GA
McCollum	GA
SW Georgia/Albany-Dougherty	GA
Agana	Guam
Kalaeloa	HI
Kona/Keahole	HI
Lihue	HI
Molokai	HI
Dubuque	IA
Friedman Memorial (Hailey)	ID
Idaho Falls	ID
Lewiston-Nez Perce Co.	ID
Pocatello Municipal	ID
Bloomington/Normal	IL
Decatur	IL
So. Illinois/Carbondale	IL
St. Louis Regional	IL
Waukegan Regional	IL
*Williamson County (Marion)	IL
Columbus Municipal	IN
Gary Regional	IN
*Monroe County/Bloomington	IN
*Muncie/Delaware County	IN
Forbes Field (Topeka)	KS

AIRPORT NAME	STATE
--------------	-------

*Garden City	KS
Hutchinson Mun.	KS
Johnson Co. Exec.	KS
Manhattan	KS
New Century Air Center (Olathe)	KS
Philip Billard Mun. (Topeka)	KS
Salina Municipal	KS
Barkley Regional (Paducah)	KY
Owensboro/Daviess Co.	KY
Acadiana Regional	LA
Alexandria	LA
Chennault	LA
Houma	LA
Shreveport Downtown	LA
Barnes Municipal	MA
Beverly	MA
Hyannis	MA
Lawrence	MA
Martha's Vineyard	MA
New Bedford	MA
Norwood	MA
Worcester	MA
Easton	MD
Frederick Municipal	MD
Martin State (Baltimore)	MD
Salisbury-Wicomico	MD
Washington Co. (Hagerstown)	MD
Battle Creek	MI
Detroit City	MI
*Jackson	MI
Sawyer	MI
Anoka (Minneapolis)	MN
St. Cloud Regional	MN
Branson	MO
Columbia	MO
*Jefferson City	MO
*Joplin Regional	MO
Rosecrans Mem'l (St. Joseph)	MO
Saipan International	MP
Golden Triangle Regional	MS
Greenville Municipal	MS
Hawkins Field (Jackson)	MS
Meridian/Key Field	MS
Olive Branch	MS
Stennis International Airport	MS
Tupelo Regional	MS
Gallatin Field (Bozeman)	MT
Kalispell	MT
Missoula	MT
Concord	NC
Hickory Regional	NC
Kinston	NC
New Bern	NC

AIRPORT NAME	STATE
--------------	-------

Smith Reynolds (Win.-Salem)	NC
Minot	ND
*Central Neb. (Grand Island)	NE
Boire Field (Nashua)	NH
Lebanon Municipal	NH
Trenton	NJ
Double Eagle II	NM
Farmington Municipal	NM
*Lea County/Hobbs	NM
Santa Fe Co. Mun.	NM
Henderson (Las Vegas)	NV
Francis F. Gabreski	NY
Tompkins County	NY
Niagara Falls	NY
Rome-Griffiss	NY
Stewart	NY
Bolton Field (Columbus)	OH
Burke Lakefront (Cleveland)	OH
Cuyahoga County (Cleveland)	OH
Lunken Mun. (Cincinnati)	OH
Ohio State University	OH
*Ardmore Municipal	OK
Enid Woodring Mun.	OK
Lawton-Ft. Sill Regional	OK
Univ. of Oklahoma/Westheimer	OK
Stillwater	OK
Wiley Post	OK
Aurora State Airport	OR
Klamath Falls	OR
McNary Field (Salem)	OR
Medford	OR
North Bend	OR
Pendleton	OR
Redmond	OR
Troutdale (Portland)	OR
Capital City (Harrisburg)	PA
Lancaster	PA
Latrobe	PA
University Park	PA
*Williamsport/Lycoming Co.	PA
Isla Grande	Puerto Rico
Rafael Hernandez Airport	Puerto Rico
Greenville Donaldson Center	SC
Grand Strand/Myrtle Beach	SC
Greenville Downtown	SC
Hilton Head Airport	SC
Rapid City Regional	SD
Millington	TN
Smyrna	TN
McKeller-Sipes (Jackson)	TN
Arlington Municipal	TX
Brownsville Int'l	TX
Denton Municipal	TX

AIRPORT NAME STATE

Easterwood	TX
*Fort Worth-Spinks	TX
Galveston	TX
Georgetown	TX
*Grand Prairie	TX
Laredo International	TX
Lone Star Executive (Conroe)	TX
McAllen	TX
McKinney Municipal	TX
Mesquite	TX
New Braunfels Municipal	TX
Redbird	TX
Rio Grande Valley (Harlingen)	TX
San Angelo	TX
San Marco	TX
Stinson Municipal (San Antonio)	TX
Sugar Land	TX
Tyler	TX
Victoria	TX
Waco TSTC	TX
Ogden-Hinckley	UT
Provo Municipal	UT
Charlottesville-Albemarle	VA
Lynchburg	VA

AIRPORT NAME STATE

Henry E. Rohlsen (St. Croix)	Virgin Islands
Bellingham Int'l	WA
Felts Field (Spokane)	WA
Olympia	WA
Renton	WA
Tacoma Narrows	WA
*Walla Walla Regional	WA
Yakima	WA
Appleton	WI
Central Wisconsin	WI
Chippewa Valley	WI
Kenosha Municipal	WI
Lacrosse	WI
Rock County (Janesville)	WI
Timmerman (Milwaukee)	WI
Waukesha County Airport	WI
Wittman Regional (Oshkosh)	WI
Greenbrier Valley	WV
Morgantown	WV
Parkersburg	WV
Wheeling Ohio Co.	WV
Cheyenne	WY
Jackson Hole	WY

(Continued from page 3)

The House bill creates a controversial non-profit corporation to operate the air traffic control system. If the ATC corporation proposes to close a FAA contract tower that results in an airspace change or airspace reclassification, the legislation requires the corporation to conduct (1) a safety risk management assessment; (2) an assessment of the impact of the proposed closure on the operation of the national airspace system; (3) an assessment, in consultation with the Departments of Defense and Homeland Security, of the impact of the proposed tower closure on military aviation readiness and training, homeland security aviation operations, emergency management and disaster aviation operations, and law enforcement aviation operations; (4) an assessment of the impact of the proposed closure on local communities, including air service, and any other safety or operational information that the DOT secretary determines to be necessary to understand the safety impact of the proposed closure.

The legislation also requires the corporation to develop a process to receive input from the public, impacted air traffic services users, local communities, and the airport operator of the airport where the contract tower proposed to be closed is located. It is important to note that the contract tower program was the only FAA program that received a special carve-out for protection in the proposed ATC corporation. The bill also requires the ATC corporation to

assume from FAA the contract with the ATC contractors and all other obligations associated with the contract tower program.

The legislation lifts the cap on AIP entitlement and state apportionment funds that an airport can use to construct and/or equip an FAA contract tower (current cap is \$2 million). The base legislation also creates a pilot remote tower program. An amendment, offered by Rep. Barbara Comstock (R-Va.), to allow airports to use AIP entitlement and state apportionment funds for remote towers in the pilot program was approved by voice vote.

Below is a summary of the contract tower provisions in the Senate FAA reauthorization bill (S. 1405):

The legislation includes several pro-airport contract tower provisions, including important reforms to the benefit/cost (b/c) analysis for contract towers. The Senate bill, as expected, does not include the proposal by the Trump administration to create a non-profit corporation to operation the air traffic control system.

- Except for airports in the cost-share program, FAA is prohibited from conducting b/c analyses on airports in the FAA Contract Tower Program unless air traffic activity at a contract tower airport drops by more than 25 percent in a single year or more than 60 percent of a three year period. Cost-share contract towers will have b/c's conducted annually.

- Five percentage points are automatically added to all

contract tower b/c's to capture the non-quantifiable benefits of operating towers. The current cap on cost share payments is 20 percent. As such, the most an airport would pay to participate in the contract tower cost-share program if this Senate provision is adopted is 15 percent.

- FAA only can include the following costs of the agency to calculate contract tower b/c's: (1) FAA's controller staffing costs; (2) FAA's telecommunication costs; (3) relocation and replacement costs of FAA's equipment associated with the tower, if paid for by FAA, and (4) direct costs associated with establishing and updating the towers' interface with FAA's equipment, if paid for by FAA. The bill explicitly includes a number of other costs that cannot be included in the b/c including FAA's airway facilities costs, FAA's or the local airport's depreciation costs for building and equipping towers, utilities and janitorial costs if by paid by the local airport, costs of new or replacement tower/equipment if paid for by the local airport, and other expenses of the FAA not directly associated with actual operation of the tower.

- If an airport is issued a new b/c that is below 1.0, there is a total of 25 months from the initial receipt of the new b/c for the appeal/review process to when the final b/c is issued and cost share payment becomes effective.

- If FAA has not implemented a revised b/c methodology within 30 days after the enactment of the reauthorization bill, any air traffic control tower that had submitted an application to enter the program as of Jan. 1, 2016, shall be automatically approved for the program if the airport has a b/c of 1.0 or greater.

- Includes a provision that exempts cost-share payments for those airports in the cost-share program with more than 25,000 annual passenger enplanements in calendar year 2014.

- Increases the cap on using AIP entitlement/state apportionment funds to construct and equip contract towers from \$2 million to \$4 million.

- The bill would make remote tower construction eligible for AIP entitlements or state apportionment grants (same as contract tower construction under current law) and require FAA to create a new pilot program to construct and operate remote towers that would include at least one airport that currently participates in the contract tower program.

DESTIN, FLORIDA EXECUTIVE AIRPORT NAMED TO FAA CONTRACT TOWER PROGRAM

Destin (Florida) Executive Airport was named as the 254th participant in FAA's Contract Tower Program, effective Nov. 1. The tower is operated by Robinson Aviation (RVA).

The airport is described on its website as:

"The Destin Executive Airport (DTS), located at the south end of Okaloosa County, is a community airport

that serves general aviation. With a 5,000-foot runway, full service amenities, and close proximity to "the south's most beautiful beaches," Destin Executive Airport is an essential transportation resource. Our two fixed base operators offer comfortable first class facilities for travelers and pilots alike. The Destin Executive Airport is a self sufficient general aviation facility owned and operated by Okaloosa County and is not dependent on ad valorem taxes."

SIXTEEN AIRPORTS PARTICIPATE IN CONTRACT TOWER COST-SHARING PROGRAM

Sixteen facilities were participating in FAA's contract tower cost-sharing program as of Dec. 1, 2017.

They are: Rogers Municipal (Ark.), Springdale (Ark.), Williamson County (Ill.), Bloomington (Ind.), Muncie/Delaware County (Ind.), Garden City (Kan.), Jackson (Mich.), Jefferson City (Mo.), Joplin Regional (Mo.), Central Nebraska/ Grand Island (Neb.), Lea County/Hobbs (N.M.), Ardmore Municipal (Okla.), Williamsport/Lycoming Co. (Pa.), Fort Worth-Spinks (Texas), Grand Prairie (Texas) and Walla Walla Regional (Wash.).

FAA CONTRACT TOWERS PLAY CRITICAL ROLE IN DISASTER RECOVERY

USCTA applauded FAA contract air traffic control towers and airports for the important role they played in relief efforts during recent hurricanes and wildfires in the United States.

"FAA contract towers are essential in helping local communities around the country recover from natural disasters," said Walt Strong, A.A.E., director of the University of Oklahoma Max Westheimer Airport and USCTA Chair. "As we have seen in recent weeks, contract towers and their professional staff, working side by side with controllers at FAA facilities, continue to provide safe and efficient air traffic control operations and serve as a critical lifeline to communities in need."

FAA contract air traffic control towers, operated by Robinson Aviation (RVA), Serco and CI² Aviation, assisted in a wide array of relief efforts immediately following Hurricanes Harvey, Irma and Maria and major wildfires in the western U.S.

For example:

- The contract tower at Scholes International in Galveston, Texas, continued to provide weather updates and remained operational — even when the airport was closed — to support rescue and relief efforts during Hurricane Harvey. The tower also extended operating hours to support the Texas Air National Guard.

- The contract tower at Easterwood Airport in College

Station, Texas, expanded its operations to 24 hours a day between Aug. 29 and Sept. 5, allowing the U.S. Air Force to stage a number of aircraft at all hours of the day and night in the wake of Hurricane Harvey.

- At Conroe-North Houston Regional Airport in Texas, the contract tower facilitated critical U.S. Army and U.S. Customs and Border Patrol operations.

- The contract tower at New Braunfels Regional Airport in Texas operated throughout Hurricane Harvey, providing services to Federal Emergency Management Agency (FEMA) helicopters staged nearby. Helicopter operations at New Braunfels tripled during the week after the storm.

- Despite losing commercial power and having more than half the runway covered in water, the contract tower at Sugar Land Regional Airport in Texas served as a staging ground for FEMA and National Guard troops from multiple states. In the wake of the storm, military operations at the airport were five times higher than the airport's annual military operations.

- Lakeland Linder Regional Airport in Florida was designated as a FEMA recovery point and medevac staging area following Hurricane Irma. The contract tower opened the day after the storm to support recovery flights and extended its hours of operations on several nights to accommodate National Oceanic and Atmospheric Administration "hurricane hunter" planes. FEMA is still staging relief efforts at the airport, including managing 200 trucks carrying supplies to south Florida.

- Cecil Airport in Jacksonville, Florida, served as a designated recovery airport prior to Hurricane Irma's arrival and accommodated planes carrying food and water, as well as a number of U.S. Coast Guard and Army National Guard helicopters.

- The contract tower at Key West International in Florida was damaged by Hurricane Irma, but employees were quick to return to work at a mobile tower provided by FAA to support recovery operations.

- The contract tower at Northeast Florida Regional Airport in St. Augustine provided assistance to local law enforcement, media, and state and local government helicopter operations before and after Hurricane Irma, including assisting the Army Corps of Engineers in coastal surveying. The airport also served as a staging area for Florida Power & Light Co. and a number of subcontractors.

- The contract tower at Miami-Opa Locka Executive Airport was one of the first control towers in the Miami area to reopen after Hurricane Irma and played a key role in immediate recovery operations.

- Henry E. Rohlsen Airport in the U.S. Virgin Islands provided relief efforts throughout St. Croix and other Virgin Islands after the hurricanes. The airport's contract tower personnel, FAA and the U.S. military coordinated to restore

service using a mobile control tower following storm-related damage to the main tower.

- Fernando Luis Ribas Dominicci Airport and Rafael Hernández Airport in Puerto Rico, both of which utilize FAA contract towers, served as FEMA staging areas for relief efforts.

Additionally, FAA contract towers in Arizona, California, Colorado, Idaho, Montana, Oregon, Utah and Washington served as a staging ground for a large number of firefighting aircraft during the summer and fall, including:

- Sikorsky S-64 Skycrane, a twin-engine heavy-lift helicopter, which can be fitted with a 2,650-gallon tank to disperse water or fire retardant;

- McDonnell Douglas DC-10, which can hold 12,000 gallons of water or fire retardant;

- Lockheed C-130 Hercules, the same aircraft that was used to spread chemical dispersants on the Deepwater Horizon oil spill in the Gulf Coast in 2010;

- Air Tractor AT-802, an amphibious plane that can scoop water from lakes and other nearby bodies of water during firefighting efforts;

- North American Rockwell OV-10 Bronco, which serves as a guide aircraft for firefighting tanker fleets;

- Canadair CL-415, an amphibious aircraft built specifically for aerial firefighting.

ROBINSON AVIATION (RVA) TOWERS ACTIVE DURING HURRICANE HARVEY

(Submitted by RVA)

Hurricane Harvey made landfall in eastern Texas on Aug. 25. With the exception of Victoria, Texas, RVA towers in eastern Texas and Louisiana remained open for most, if not all, of the storm and its aftermath.

RVA maintained a presence in the towers even when the airports were closed, runways were underwater, and commercial power was lost. Our controllers and managers ensured there was a presence in the towers, despite their own personal hardships, water leaks in the towers, and losses of power and equipment.

Victoria, Texas, under an evacuation order, had its airport and control tower close early on Friday and remained closed until Sunday, Aug. 27. When the tower team returned to assess the damage and restore air traffic services, they encountered many trees down and debris on their way to work. The airport suffered only minor structural damage. The tower lost some of its siding, had several extensive water leaks within the facility, and had no commercial power or telephones. The facility opened when the airport opened, using personal cell phones and a handheld radio.

At Galveston Tower, most of the controllers live off-island. For several days, until the road to the island was re-

opened, the one controller and manager operated the tower, weather and tower operations in support of rescue and relief operations, even when the airport was closed, or runways unavailable due to high water. With only two personnel, the airport was able to extend tower operating hours to support the Texas Air National Guard.

Within a couple of days following Hurricane Harvey, **Easterwood Airport** in College Station, Texas, became a major staging area for rescue and recovery operations. The tower, normally open 14 hours a day, expanded service to 24 hours a day between Aug. 29-Sept. 5. The Air Force brought in C-40, C-130 and many helicopters and conducted operations around the clock. The tower staff received letters of appreciation from the airport manager and the commander of the US Air Force's 334th Air Expeditionary Group.

Conroe Tower had employees who could not get out of their neighborhoods for days. Despite this, those that could get to work kept the tower operating. Army and customs helicopters flew from sunrise to sunset, providing relief operations for north Houston and the Beaumont areas.

New Braunfels Tower operated throughout Harvey, providing services to FEMA helicopters staged just to their south, and other helicopter rescue units stationed on the airport. Helicopter operations tripled for the week following Harvey.

At Sugar Land Tower, the rain totals exceeded expectations, covering more than half the runway and taxiways. Subsequently, rising water caused airfield lighting to fail. On Aug. 27, one day after the rains began, the airport authority closed the airport except for helicopter operations. The tower lost commercial power on the 28th. Two controllers volunteered to remain at the airport, ensuring the tower's continued operation.

When the road to the tower flooded, airport personnel escorted employees to and from the tower. Sugar Land Regional Airport served as a flood rescue staging area. FEMA and multi-state National Guard helicopters transported supplies and conducted air rescue missions on a continuous basis. The added requirements associated with the temporary airspace restrictions added to an already heavy controller workload. Coordination with various agencies stretched tower operations to its limits. Military operations during this period exceeded annual military operations by more than 500 percent.

Another controller volunteered for several days, transporting items and shuttling evacuees to shelters. Sugar Land Tower received countless thanks and appreciation for service provided during the relief effort.

Harlingen Tower had normal operations, and supported nearby federal contract towers with their reporting requirements when they lost internet service or had no commercial

power to operate computers.

The air traffic manager at **Chennault Lake Charles** captured some photos following Harvey's tropical storm rain of the flooded runway and ramp. The tower remained open throughout the storm during the published operating hours. One night, to ensure the tower would open on-time, the air traffic manager stayed overnight at the facility. Other times it was a challenge to find transportation routes around flood areas, but the team managed to operate the facility every day as scheduled. Chennault Airport served as a major relief effort staging location following the severe flooding.

ROBINSON AVIATION (RVA) TOWERS ASSISTED DURING HURRICANE IRMA

(Submitted by RVA)

A report from the Jacksonville Cecil Field tower manager: The airport was designated as a recovery airport prior to Irma's arrival. Four C-17s brought meals ready to eat, food and water; 10 P-3s provided a communications platform; 54 C-130s, and approximately 60 Coast Guard and Army guard helicopters, operated sorties to south Florida.

A report from the Pompano Beach tower manager: On Friday before the storm, the Pompano Airport Authority made the decision to close the airport at 4 p.m., and not reopen until Sept. 12. Around 1:30 p.m., I received a call from a local pilot stating he couldn't get his jet out of Pompano until around 6 p.m. I met with the airport manager to request we remain open to assist this single pilot. The decision was made to remain open until the lone pilot could depart. A controller volunteered to remain in the tower until the last remaining jet could depart. Pompano Beach tower went ATC Zero at 6:15 pm local after the jet departed.

A report from the New Smyrna Beach tower manager: I couldn't account for one controller after the hurricane passed. He lives beachside where they had flooding, extensive power outages, and virtually non-existent cell phone service after the hurricane. He was not deterred by any of this and reported for duty, as we originally planned, to open the tower on Tuesday morning. Unfortunately, due to downed power lines around the tower and a generator damaged by Hurricane Irma, we had no power and were delayed in opening the tower until later in the day when power was restored.

When the utility trucks (some local and some from as far away as Texas) showed up Tuesday afternoon to clear the downed lines, rerun power lines, and restore our commercial power, we were there with ice chests full of bottled cold water. We went to every worker giving them as much chilled bottles of water as they wanted and personally thanked each of them for their help in getting us up

and running. We did the same thing for the workers who showed up to work on our generator.

A report from the Albert Whitted/St. Petersburg tower manager: The tower was forced to declare ATC zero because the airport is in a Zone "A" mandatory evacuation area, and due to bridge closures. The airport reopened the morning of Sept. 12 and provided services to FEMA helicopters/King Air aircraft.

A report from the Hollywood/North Perry tower manager: The manager reported to the tower soon after Irma passed and found there was no power. He immediately contacted FAA, and as soon as power was restored, resumed operations.

A report from the St. Augustine tower manager: We provided assistance to local law enforcement, media and state/local government helicopter operations leading up to and after the storm passed. The airport was also a staging area for Florida Power & Light and numerous sub-contractor. The tower suffered multiple equipment outages that lasted several days.

A combined report from Punta Gorda: The tower reopened soon after the storm passed. The facility had an elevator outage and a few leaks, and the controllers provided services to relief aircraft. One controller volunteered to remain on the airport throughout the hurricane, and was a great help in allowing the tower to reopen as soon as it did.

Thanks to its post-Hurricane Charley construction and building improvements, Punta Gorda Airport served as a base not only for Hurricane Irma shelter-seeking residents with special needs, but also for post-storm recovery and research efforts.

"The airport soared through Hurricane Irma with minimal interruption," said James Parish, CEO of Punta Gorda Airport. "In the years after Hurricane Charley, we rebuilt or reinforced nearly all of our facilities to withstand hurricane-force winds and that has continued to pay off through each hurricane that threatens the airport."

In pre-storm coordination with Charlotte County, Punta Gorda Airport designated its baggage claim area as a hurricane shelter for approximately 60 evacuated special needs residents. Airport staff, including members of the administration and maintenance teams, remained on-site throughout the hurricane to manage operations. Several FBO employees also stayed at the airport throughout the storm.

Once the hurricane passed, Punta Gorda Airport served as a Florida Power & Light post-storm staging area, with 2,000 service trucks on-site the day after the storm. An additional 2,000 trucks arrived the following day to bolster efforts to restore power to the area. For two weeks after the storm, company linemen used airport grounds as a home base for refueling, with tents pitched for sleeping and eating between shifts.

A report from the Lakeland tower manager: ATC Zero was declared on Sunday, Sept. 10, and the tower reopened the next morning to support recovery operations that required an operational control tower. The airport was designated as the FEMA recovery point and medevac staging area. The airport had 14-16 medevac helicopters land and stage and provide emergency flights for patients needed special care. FEMA staged out of the airport. In addition, the tower extended its hours of operation several nights to support National Oceanic and Atmospheric Administration hurricane hunter operations. The tower aided all these operations with a smooth flow of traffic with no delays, while working on generator power.

A report from the Opa-Locka tower manager: The airport remained open for as long as possible before the storm hit. Thursday, Sept. 7, was one of the most challenging days the team has encountered, with numerous IFR departures, as many were leaving the area at the last minute. The workload was tremendous, as each departure required coordination with the approach control, as well as with FAA traffic management. The tower was one of the first ones to open after Irma passed, and played a key role in recovery operations.

Not long after reopening, water rushed into the cab from above. The controllers had to leave for a short period, but returned to a corner of the cab and resumed providing services. The airport was quick in its clean-up efforts.

A report from the Key West tower manager: All RVA employees were forced to evacuate Key West before Irma arrived. Following the storm, it was determined the tower was unusable, and FAA made arrangements for a mobile tower. By the time the mobile tower was set up, the staff was ready to resume operations in support of recovery operations. The team probably will be required to work out of the mobile tower for some time.

CI² AVIATION ACTIVITIES DURING HURRICANE MARIA

(Submitted by CP)

CI² Aviation manages and staffs the FAA Contract Towers at Isla Grande and Aguadilla, Puerto Rico, and St. Croix, U.S. Virgin Islands.

Each facility conducted daily readiness preparations leading up to the arrival of Hurricane Maria and reported situational information with local support agencies, the Crisis Response Working Group and the ASO Situation Room. The hurricane was scheduled to hit St. Croix on the morning of Sept. 19, Isla Grande near midnight, and mid-morning of the 20th for Aguadilla.

Maria barely grazed the south side of St. Croix but left the island without commercial power, flooded with water,

and wind damage that left devastated homes, power lines down, businesses damaged, and roadways littered with debris. Maria entered Puerto Rico at the southeastern shore and proceeded westbound, crossing the entire island (90+ miles) before exiting again to sea near Aguadilla. Puerto Rico received extensive structure, power grid and water system damage.

With the devastation from hurricane Maria, some CI² Aviation employees experienced a total or partial property loss at their homes. We accounted for our personnel as quickly as possible and began coordination for lodging to those in need.

The main St. Croix control tower, owned by the U. S. Virgin Island Ports Authority (VIPA), was damaged from wind and water and needed repairs. The facility was without power and water as the backup systems did not respond as tested and needed. This situation left us without a facility to provide ATC services. VIPA began work to remove damaged materials and worked with CI² Aviation staff to assess those areas needing repair.

A military USAF Mobile Air Traffic Control Tower (MATCT) arrived during the week of Sept. 25 and was installed near the main tower. FAA coordinated with the military to allow our employees to utilize the MATCT to provide ATC services. CI² Aviation staff coordinated with hurricane relief agencies and FAA in order to restore ATC services. ATC services were restored on Oct. 2, and provided air traffic control services for hurricane relief efforts throughout St. Croix and the other Virgin Islands.

The repair of the main tower is on-going and was expected to be completed by the second week in October, which would allow the FCT employees to occupy the main tower with all equipment necessary to provide normal ATC and weather services.

With devastation from the water and wind, CI² Aviation employees at Isla Grande experienced damage to their homes and developed an immediate need for drinking water and food. The Puerto Rico commercial power and water grid was extensively damaged, and may take months to repair. Our employees and families did not experience any injuries. We accounted for all CI² Aviation personnel as quickly as possible and began coordination efforts to obtain family essentials.

The tower facility suffered a total commercial power and water loss as a result of Hurricane Maria. Many of the main equipment items were out of service. CI² Aviation employees assessed the equipment and building conditions and began coordination for repairs. The backup generator did not respond as tested and needed. These repairs took nearly a week to establish the minimum equipment to provide ATC services.

The CI² Aviation manager kept FAA and local authorities

briefed on airfield conditions and ATC services available. Slowly, our services have returned to near normal. The staff has continued to work extra hours in support of hurricane relief efforts, VIP movements and increased arrivals and departures. All are eager to do whatever is necessary to ensure the job is done right the first time, and allow all the customers receive the very best possible service. This area of Puerto Rico has yet to regain commercial power and running water. Isla Grande has been designated by FEMA as a staging area for relief efforts.

At Aguadilla, CI² Aviation employees experienced damages at their homes and property, but were saved from any family injuries. This area of Puerto Rico has been affected the most with shortages of water, food, and other necessary supplies. Puerto Rico's commercial power and water has not returned to service, and may take months for repair. We accounted for all our personnel as quickly as possible and began coordination efforts to obtain family essentials.

This control tower is on constant generator power with an internal gray-water (sinks and toilets) supply. The facility's air conditioning is working. This facility is maintained by the Puerto Rico Ports Authority (PRPA) with limited FAA communication lines. Most of our landline phones and commercial/FAA internet capabilities slowly are returning to service. Some of the land and cell phone lines locally are intermittently in service. The staff developed a repair list of equipment for PRPA and FAA tech ops to initiate that includes voice recorders, landlines and internet out of service. Within three days of the hurricane's arrival, this facility was up and running and responded to a FEMA request and immediately began operating 24 hours a day in support of relief efforts and a staging area for supplies.

CI² AVIATION ANNOUNCES WINNER OF ATCA OUTSTANDING MANAGER AWARD

CI² Aviation Inc. announced that Harry Rivera, air traffic manager at the Aguadilla, Puerto Rico, FAA Contract Tower Rafael Hernandez Airport, has been selected as the Air Traffic Control Association (ATCA) Outstanding ATC Manager of the Year.

Rivera has the reputation for ensuring the most efficient and effectively run facility for our flying customers. Rafael Hernandez airport is a reliever airport for San Juan Internal Airport. Aguadilla FCT serves a mixture of scheduled air carrier, freight transport, student pilot training, pleasure, business and military aircraft. The tower is staffed by seven controllers, including the tower manager. The tower is operational seven days a week.

Operating from a temporary tower for more than seven years, and working with sub-standard equipment and less than desirable working conditions, Rivera's staff endured

and provided exceptional ATC service. Without a radar display or flight data printer system, the services were professional and with safety first in mind. Most of the staff is home-grown, reflecting a great deal of pride with every radio transmission. During November of last year, the facility opened a new refurbished control tower. A control tower used by the U.S. Air Force at what was Ramey Air Force Base was completely renovated and commissioned. The coordination required by Rivera involved nearly four years of work to ensure a quality facility was produced that would be the first permanent FAA contract tower at Rafael Hernandez Airport. The current tower will allow first rate service to continue for many years to come.

Rivera has a proven track record of operating in excellence and he is an outstanding asset to our company. The CI² Aviation Family congratulates Harry Rivera as the recipient of the ATCA Outstanding ATC Manager of the Year Award for 2017.

CONTRACT TOWERS IN THE NEWS

LEWIS AIRPORT PUSHES FOR AIR TRAFFIC CONTROL TOWER; \$6M NEEDED

Daily Southtown

November 13, 2017

With more than 105,000 flights in 2016, Chris Lawson, manager of Lewis University Airport in Romeoville, said he can't understand why the federal government is "not throwing money" at his facility for an air traffic control tower.

Lawson addressed a Committee of the Whole meeting of the Will County board last week, relaying the steps he has taken to secure \$6 million needed for a tower that would meet Federal Aviation Administration (FAA) standards.

He told county officials they need the county's help in lobbying legislators to provide the funding.

There are six other similar regional airports in Illinois — from Waukegan to Southern Illinois in Murphysboro — all of which are in the Federal Contract Tower program, and all of which have fewer flights than Lewis, Lawson said.

Lewis totaled 105,843 take-offs and landings in 2016 compared to the next highest — Southern Illinois with 86,389, and the lowest — Central Illinois Regional Airport in Bloomington, with 25,953.

"This is the statistic that gets everybody," Lawson said.

The 1,000-acre airport, with two intersecting runways of 6,500 feet and 5,500' in length, is designated as a reliever airport for O'Hare and Midway, and is one of the top five busiest airports in the state, according to officials.

The tower is needed for safety, to prevent mid-air colli-

sions and other accidents, Lawson said.

"It is not unsafe, but there are times when unsafe conditions present themselves and pilots have to go around," he said.

While pilots rely on technology, the air traffic "does get crazy in the Chicago area," he said.

A control tower also could be a boon to economic development — attracting more corporate jets, officials said.

Lawson said the airport is currently home to 10 corporate jets but insurance regulations prohibit some corporations from using Lewis because it lacks a control tower.

The airport "is a substantial transportation aspect in our county and it continues to grow. This is a considerable economic asset," said county board Speaker Jim Moustis, R-Frankfort Township. The Joliet Regional Port District purchased the 172-acre airport from Lewis University in 1989, and promised to keep the name, said Lawson, adding that people erroneously think it is a privately-owned facility.

It is located on Renwick Road, between Route 53 and Weber Road, and within the triangle of Interstates 55 and 80 and the Veterans Memorial Tollway - 355.

The airport applied and qualified for the Federal Contract Tower program, which will pay to staff the tower, if it is built to FAA standards, he said.

The Port District is seeking a 90 percent Federal Airport Improvement Program (AIP) grant for \$5,400,000 that would be used towards the construction of the \$6 million tower.

The airport operates solely on revenues from hangar rentals and fuel sales, and does not have a property tax levy, like many other airports, officials said.

Over the years, Will County has provided 10 percent of the funding for the expansion of the runway and other improvements, Moustis said.

In addition to funding, the airport manager said they also need political pressure. He urged county officials to "get the word out" to congressmen and ask them why the airport funds are not coming here.

"We have a \$6 million problem and our plight is falling on deaf ears. They see us coming and roll their eyes," Lawson said.

County officials said they have discussed the new tower "at length" with legislators on their trips to Washington D.C., and have pushed for funding through the National Association of Counties (NACo).

County board member Don Moran, D-Romeoville, who serves as vice-chairman of NACo's aviation subcommittee, said "we will do whatever we can to help," whether it is funding, leveraging the power of NACo or working with Congress.

Moran said they have met with the FAA, but they are not spending money on control towers or new construction.

"The last tower they built was a couple of decades ago," Moran said. "But it is necessary. We will never get big corporate headquarters with having an airport they can fly in and out of."

Another issue is the current \$2 million cap on AIP funds, but legislation has been proposed to remove that limit, Lawson said.

The Port District is ready to design and build the tower, as soon as it gets funding, he said.

RURAL AIR TRAFFIC CONTROL FIGHT BREWS AMONG REPUBLICANS

Washington Examiner

Nov. 6, 2017

By Diana Stancy Correll

House Republicans are divided on a piece of legislation that would remove air traffic control from the Federal Aviation Administration and instead establish an independent nonprofit to oversee the function.

House Speaker Paul Ryan supports the nonprofit system, yet many Republicans do not back the measure, known as the 21st century aviation innovation, reform, and reauthorization act, particularly republicans from rural areas.

"The rural piece is definitely an important one, politically especially," said Michael Sargent, transportation and infrastructure policy analyst at the Heritage Foundation. "That's where you have a lot of friction in the republican party."

Rep. Bill Shuster, R-Pa., chairman of the House Transportation and Infrastructure Committee and champion of the bill, himself represents a rural area and said he would never back any piece of legislation that would harm his community, or that would curtail service for general aviation.

"I would never support something that would hurt my rural district, reduce our connection to the nation's aviation system, or limit service for america's essential ga community," Shuster said in a statement.

The bill is on the back burner as House Republicans focus on other issues, especially tax reform. the measure faces bipartisan opposition, yet it does have three democratic co-sponsors. opponents of the legislation warn that commercial airlines' interests could supersede those of general aviation and that congress would no longer be involved in decisions concerning general aviation.

A 13-member board would manage the nonprofit air traffic control organization and would have representatives from commercial airlines, cargo airlines, regional airlines,

general aviation, controllers, commercial service airports, along with two at-large seats chosen by the other directors. for some, this is cause for concern.

"I'm worried the current plan's quasi-private board will be unaccountable to congress and as a result put the big airlines in charge of all future decisions without consideration for americans who rely on general aviation at our rural airports," Rep. Ron Estes, R-Kansas, said in a statement.

Additionally, groups including the national business aviation association have expressed concern that the nonprofit would limit the general aviation community's access to airports because congress will not have the authority to ensure such access, and that procedures would be implemented that put commercial airlines' ahead of general aviation's.

But proponents of the legislation are pushing back on claims that the controversial piece of legislation would harm rural communities and general aviation.

"Despite the scare tactics of the wealthy lobby for private jet owners and big-government opponents of faa reform, our bipartisan bill will actually ensure continued airspace access and no new fees for GA, improve air traffic service opportunities for rural communities, provide robust funding for america's small airports, and give rural and small communities a voice in decisions affecting their own air service — something they don't currently have," Shuster said.

Rep. Rodney Davis, R-Ill., believes the plan would actually give rural areas better aviation opportunities.

"An air traffic control update would help regional airports and helps rural america by making sure we have the most up-to-date technology that's available to get our plane traffic, air traffic, from one place to the other in a more direct route rather than the hub-and-spokes system we have now," Davis told the Washington Examiner. "That to me means that regional airports might have better opportunities to talk about more direct flights rather than going through major hubs and that would be a huge benefit to many of the regional airports that i serve."

The plan is modeled after Canada's system, which was implemented in 1996 and is now the world's second largest air navigation service provider based on traffic volume. Great Britain and New Zealand have adopted independently controlled air traffic control systems as well.

The nonprofit system would be funded by user fees, but unlike the Canadian model, the bill exempts all general aviation from those payments.

"I'd argue, if anything, it will make air service more affordable in rural areas because not only will it overall be cheaper, we'll see cost reductions, but then we'll see much better adoption of new technologies," Sargent said.

Davis said although Congress has attempted to get the FAA to upgrade technologies through Nextgen, a long-term

plan to update the current radar-based transportation system to satellite navigation by 2025, there have been numerous discussions regarding why the faa is not implementing the updates sooner.

"We've got to start with the conclusion that the status quo is clearly not working," Davis said. "we're decades behind some other countries when it comes to air traffic control."

Shuster agrees it's time to seek alternatives to nextgen. "we can either go on throwing away billions of taxpayer dollars on failed government modernization efforts like nextgen, or we can finally move forward and ensure that america's aviation system works for everyone who uses it, from the average passenger, to our small and rural communities, to general aviation users," Shuster said.

Many small airports are served by contract towers by private companies. the contract towers provide comparable service to faa-operated towers at airports with similar levels of activity, but cost roughly a quarter less to operate, according to inspector general reports from the department of transportation.

Robert Poole, a transportation expert with the Reason Foundation, a libertarian think tank, said the program known as contract tower program, which was created in 1982 and is not part of nextgen, must continue, although the FAA has a budgetary moratorium on approving any new contract towers due to caps from the budget control act. the 21st Century Airr Act would maintain the contract tower program and funding would resume under the air traffic control corporation's auspices.

"The most important thing for rural areas is to be sure that they have affordable control towers," Poole said.

"There's lots and lots airports in the United States that don't have control towers. A control tower means the airport will be safer and it also means the locality, the city or town with that airport, will be taken more seriously as a business location, because regional airlines might start scheduling service there whereas they would be more reluctant if they don't have the tower."

Additionally, remote towers may be another alternative that would benefit small airports, Poole said. some European countries including Sweden, which are run by an independent air traffic control corporation, have implemented remote towers with plans to install more.

But the FAA has no plans to install remote towers, although there are privately funded pilot projects in Leesburg, Va., and Loveland, Colo.

"A self-funded [air traffic control] corporation would very likely embrace remote towers as a way to expand contract towers more efficiently for small airports, ending the moratorium," Poole said.

As the FAA's legal authority neared expiration at the end of september, Shuster's bill did not gain wide enough support leading up to the expiration. as a result, lawmakers approved a six-month extension that expires in March.

Even so, more time may be needed to find support for the measure as House Republicans continue to clash on the issue.

"I would not at all be surprised if they do another extension at the end of March when the six months expires," Poole said.

FEDERAL CONTRACT TOWER HEADQUARTERS POINTS OF CONTACT

CENTRAL SERVICE AREA (AGL, ACE, ASW)

2601 Meacham Blvd.
Fort Worth, TX 76137
Abraham Oommen, 817-222-4261

EASTERN SERVICE AREA (ANE, AEA, ASO)

1701 Columbia Ave.
College Park, GA 30337-2745
John Seliga, 404-389-8274

WESTERN SERVICE AREA

(ANM, AWP, AAL)
1601 Lind Ave., SW
Renton, WA 98055-4056
Kent Koran, 425-203-4725

FAA HEADQUARTERS

Contract Tower and Aviation Weather, AJT-2230
600 Independence Ave., S.W., 5th Floor
Washington, DC 20591

Contract Tower and Aviation Weather Program Manager
Lisa Caudle, 202-267-0849, lisa.caudle@faa.gov

FCT Operations Team Manager
Wendy O'Connor, 202-267-7589, wendy.l.o'connor@faa.gov

FCT Service Area Point of Contacts
Purvis Collier, 202-267-0519, purvis.collier@faa.gov

Ken Cunningham, 202-267-0823, ken.cunningham@faa.gov

Gary Suarez, 202-267-0877, gary.ctr.suarez@faa.gov

Harold Thomas, 202-267-7922, harold.e-ctr.thomas@faa.gov

MORAN SAYS NEW FAA EXTENSION ANOTHER MISSED OPPORTUNITY FOR CONGRESS

Wichita Business Journal

September 2017

By Daniel McCoy

The Federal Aviation Administration received a lifeline from Congress on Thursday with the passage of a funding extension that will keep it operating for the next six months.

But after failing to once again pass a long-term funding bill, thanks largely to the contentious battle over potential privatization of the nation's air traffic control system, Kansas Sen. Jerry Moran said on the U.S. Senate floor Thursday that Congress needs to end the last minute extensions and come up with a viable plan.

"Republicans and Democrats in both chambers of Congress have repeatedly found common ground, and consensus among the entire aviation community, on a wide range of issues impacting the FAA, such as strengthening the Contract Tower Program and streamlining aircraft certification processes," Moran said. "Yet today we see that controversial proposals to privatize our air traffic control system have derailed our progress yet again. Short-term authorizations like this one fail to give our aviation community the certainty it needs to plan for improvements at our airports that will keep travelers safe or empower manufacturers to create jobs. We must end this dangerous habit."

Moran continued by reaffirming his position that the ATC privatization measure, one roundly criticized by the general aviation industry but backed by the Trump administration, should not be part of the next proposed funding bill.

"All but the absolute largest airports would be damaged by the privatization of air traffic control," Moran said. "Privatization of the nation's most complex air system is a solution without a problem that will ultimately create lots of problems."

NTRA INCHES TOWARD INCLUSION IN FAA PROGRAM

AviationPros

Aug. 19, 2017

By William C. Wadsack and Michael Hutchins

Grayson County Judge Bill Magers said he's been told North Texas Regional Airport — Perrin Field could be in the Federal Aviation Administration's contract tower program by the end of the next fiscal year.

During a discussion of planned chip seal work on the runways of NTRA by the Grayson County Commissioners Court this week, Magers gave an update on his efforts to see

the airport included in the contract tower program.

"Some time ago, we talked about the House passing the \$162 million bill from its committee to a vote on the House floor, which would allow at least two new airports into the federal control tower program," Magers said. "The Senate passed the exact same worded (bill with the) exact same money, since we last discussed this."

Magers explained he recently received an email from the transportation director from the office of U.S. Sen. John Cornyn, R-Texas, that stated that by the end of the next fiscal year, they expect NTRA will have been added to the contract tower program. Magers told the county commissioners last month the control tower at NTRA is the only one in the entire country that is entirely funded by its owner. The county currently spends \$300,000 a year to operate the tower, including maintenance and staffing.

"I am the messenger here," Magers said. "The judge is not making any commitments whatsoever. I'm merely passing along what the senator's transportation director told me. But my point is I do think that it is important as we move forward in that process, if we have two operational runways, it's going to help our chances."

Magers has said the air traffic at NTRA has long been enough to be in the federal contract tower program. The county judge previously said inclusion in the program could mean the FAA would provide more than \$550,000 in funding for the tower. The county currently puts around \$275,000 from its general budget into the tower program at NTRA.

During Tuesday's meeting, Magers said the runway restoration work is a one-time capital cost that could be of great benefit to the airport.

"It's a very small cost to open that runway so we can move this lighter traffic off the main runway," Magers said. "It's one more box to check as to why we need to be in the federal control tower program."

In July, Magers explained the NTRA was listed with the FAA as an applicant for the program. An FAA benefit to cost analysis is still needed to move NTRA from applicant to candidate.

Rep. John Ratcliffe mirrored Magers comments Friday during a visit to the airport and nearby businesses. During a press gathering following the tour, Ratcliffe said he would support efforts to get NTRA into the program, describing the airport as the "jet fuel for the economy" in Grayson County.

During the brief tour of the airport, Ratcliffe visited several businesses that rely on the air traffic generated there. Among the stops was U.S. Aviation Academy, which runs a flight school with more than 120 students currently active. Magers estimated the annual local impact of the flight

(continued on page 18)



SEN. JERRY MORAN (R-KAN.) (CENTER) VISITED MANHATTAN (KANSAS) REGIONAL AIRPORT AT THE INVITATION OF MAYOR USHA REDDI AND AIRPORT MANAGER JESSE ROMO, C.M. MORAN SPENT 45 MINUTES DISCUSSING FAA REAUTHORIZATION AND ATC CORPORATION DURING A VISIT TO THE TOWER.



CHRIS ROZANSKY, C.M., EXECUTIVE DIRECTOR OF THE NAPLES AIRPORT AUTHORITY, (SECOND FROM RIGHT) AND NAPLES CONTRACT TOWER CONTROLLERS HOSTED REP. MARIO DIAZ-BALART (R-FLA.), (CENTER) CHAIRMAN OF THE HOUSE TRANSPORTATION APPROPRIATIONS SUBCOMMITTEE, FOR A TOUR AND BRIEFING IN THE NAPLES CONTRACT TOWER.



LEFT: IN OCTOBER, THE NAPLES (FLORIDA) AIRPORT AUTHORITY BOARD OF COMMISSIONERS PRESENTED DAVE "SKI" KORDELSKI AND ROBINSON AVIATION (RVA) WITH A PROCLAMATION OF APPRECIATION FOR THEIR HURRICANE IRMA RECOVERY EFFORTS. PICTURED FROM LEFT TO RIGHT ARE: CHRIS ROZANSKY, NAA EXECUTIVE DIRECTOR; DONNA MESSER, NAA BOARD CHAIR; AND SKI KORDELSKI, RVA.



REP. FRANCIS ROONEY (R-FLA.) ON AUG. 7 VISITED THE NAPLES (FLORIDA) AIRPORT. PICTURED LEFT TO RIGHT ARE: DICK EVANS, VICE CHAIR OF THE NAPLES AIRPORT AUTHORITY (NAA) BOARD OF COMMISSIONERS; MARIA HUMPHREY, RVA CONTROLLER; DAVE "SKI" KORDELESKI, RVA TOWER MANAGER; REP. FRANCIS ROONEY (R-FLA.); DAVE SPITNALE, RVA CONTROLLER; CHRIS ROZANSKY, NAA EXECUTIVE DIRECTOR; AND DIANE TERRILL, NAA DIRECTOR OF STRATEGY AND COMMUNICATIONS.



REP. JOHN RATCLIFFE IN SEPTEMBER VISITED NORTH TEXAS REGIONAL AIRPORT. PICTURED FROM LEFT TO RIGHT ARE: MARK TAYLOR, CHIEF DEVELOPMENT OFFICER, US AVIATION; REP. JOHN RATCLIFFE (R-TEXAS); SETH HAMILTON, DIRECTOR OF FLIGHT OPERATIONS, US AVIATION; THE HON. WILLIAM MAGERS; AND SIMON SHIRAZI, US AVIATION FLIGHT INSTRUCTOR FOR MILITARY OPERATIONS.

school at about \$500,000.

In addition to touring the businesses, Ratcliffe also visited the airport's manned control tower to see it in operation.

Air Traffic Controller Brandi Broom said the tower is manned about 12 hours each day. However, planes still land and operate at the airport even when the tower is not in operation she said.

Grayson County Judge Bill Magers said the airport currently records about 80,000 operations per year. However, as this only includes operations recorded by the tower and if other operations were included the total would be about 10 to 15 percent higher. This would put NTRA closer to the 100,000 operations recommended for inclusion in the contract tower program.

If NTRA were to be accepted, Magers and Airport Director Sarah Hinton said there would need to be infrastructure upgrades to the airport that may include additional radar equipment. Hinton specifically noted that equipment on the top of the tower would need to be relocated. Initial estimates put the costs of these upgrades at about \$175,000. Magers said the county is prepared to help invest in these improvements.

VITAL AIRPORT FUNDING MOVES FORWARD IN SENATE

My Columbia Basin
July 31, 2017

WASHINGTON, D.C. – U.S. Sen. Ron Wyden (D-Portland) says that legislation to support rural air service and job growth in Eastern Oregon is heading to the full Senate for consideration. The Senate Appropriations Committee has recommended passage of funding considered vital to the Eastern Oregon Regional Airport and the Pendleton Unmanned Aircraft System test range development.

One of the measures provides full funding of \$155 million for the Essential Air Service program. That program supports travel connections like commercial flights by Boutique Air between Pendleton and Portland. The Eastern Oregon Regional Airport provides the only commercial air service in Eastern Oregon. Wyden considers it a linchpin for attracting and retaining business and lifeline for those needing specialty health care.

The Appropriations Committee also sent to the full Senate is legislation that contains \$162 million in funding for the Contract Tower Program. That program also bolsters commercial air service while providing support for the Pendleton UAS Test Range.

"These twin pillars supporting air service and the continued growth of the job-creating UAS industry provide key opportunities for Eastern Oregon to build on its strengths,"

Wyden said. "Sen. (Jeff) Merkley (D-Portland) and I are determined to get this vital legislation across the finish line."

FAA SELECTS VENDOR FOR COLO. REMOTE AIR TRAFFIC CONTROL TOWER PROJECT

Colorado Division of Aeronautics
July 26, 2017

LOVELAND, CO – The Federal Aviation Administration (FAA) announced that it has entered into an agreement with Searidge Technologies to install, test and certify a Remote Tower System (RTS) at the Northern Colorado Regional Airport (FNL) located in Loveland, Colorado. This announcement is one of the initial steps toward the implementation of a test site for NextGen air traffic control technology to increase the efficiency and safety at one of northern Colorado's busier general aviation airports.

Searidge Technologies is headquartered in Ottawa, Canada and specializes in airport surface management using innovative technology solutions. Searidge Technologies was the first company to have an operational video surveillance system in an air traffic control tower, and now has video-based airport surface management technology implemented at 30 airports located in 16 countries.

"Searidge is looking forward to working with the FAA and CDOT Aeronautics to certify one of the first Remote Towers in the United States," said Moodie Cheikh, Co-founder and CEO, Searidge Technologies. "We are confident in our team and our technology to deliver a flexible solution that will not only meet needs of FNL but also demonstrate how such a system could be used around the country to provide safe, cost effective control services."

The Northern Colorado Regional Airport (FNL) was chosen as the test facility for this technology earlier in the project development based on several factors including the availability of commercial air service, traffic volume, and the wide mix of aircraft types operating at FNL. "We at the Northern Colorado Regional Airport are more than ready for the start of this pioneering project. I am looking forward to the transition from planning to implementation, and keeping innovation alive and well in Colorado," said Northern Colorado Regional Airport Director Jason Licon.

This leading edge project will be the first in the world to integrate both video and track-based surveillance (radar) to provide a comprehensive view of the airport surface and Class D airspace to air traffic controllers working in a remote facility. The high-tech array will provide an enhanced view and situational awareness of the airport environment and Class D airspace that will be superior to that of a traditional airport traffic control tower, with construction, operational and staffing costs dramatically lower than necessary with a traditional control tower.

The Remote Tower System Project is a strong collaboration between the FAA, Northern Colorado Regional Airport, and the Colorado Division of Aeronautics. "The success of this project is dependent on the strong partnership we have developed with the FAA and Northern Colorado Regional Airport. This unique synergy will help establish Colorado as a leader in the next generation of air traffic control technology," said Colorado Division of Aeronautics Director David Ulane.

The Colorado Division of Aeronautics collaborated previously with the FAA on the pioneering development of the Colorado Mountain Radar Project, which deployed Wide Area Multilateration and ADS-B surveillance technologies to provide enhance surveillance (radar) in areas of the Colorado mountains previously without radar coverage. Phase I of this project was completed in 2010 at airports in Craig, Hayden, Steamboat Springs and Rifle, Colorado. Phase II of the Colorado Mountain Radar Project became operational in 2013 and included airports in Durango, Gunnison, Montrose and Telluride, Colorado. Deployment of the Mountain Radar Project increased operational efficiency and safety at eight of Colorado's busy mountain airports. Lessons learned from the Mountain Radar Project ultimately led to the development of the remote tower concept.

Anticipated FNL Remote Tower Project Schedule:

Execute OTA – Summer 2017

Site Survey – Summer 2017

Install Equipment – Fall/ Winter 2017

Site Acceptance Test – Winter 2017

Passive Testing – Spring/ Summer 2018

Active Testing – Fall 2018 – Spring 2019

Initial Operating Capability – Fall/ Winter 2019

The Remote Tower System project is being funded with \$8.8 million from the Colorado Division of Aeronautics and approved by the Colorado Aeronautical Board. The Colorado Division of Aeronautics is supported solely by the collection of aviation fuel sales and excise taxes.

The Colorado Airport System consists of 74 public use airports that support over 265,000 jobs, provide \$12.6 billion in annual payroll, and \$36.7 billion in total annual economic output for the State of Colorado.

FEDERAL GRANT WILL GO TOWARD CONSTRUCTION OF NEW TOWER

The Southampton Press

July 25, 2017

By Kate Riga

The air traffic control tower at the Francis S. Gabreski Airport, home base of the Air National Guard's 106th Rescue Wing, is a relic from the Westhampton airport's 1943 con-

struction that will soon be no more.

An \$180,000 federal grant has been awarded to the airport, which is owned and operated by Suffolk County, to begin the process of constructing a new tower that meets modern building codes and Occupational Safety and Health Administration standards.

"There's only one way in and out of the tower," said Gabreski Airport manager Anthony Ceglio, citing one of failures of the decrepit tower. "It's the oldest aircraft control tower on Long Island."

U.S. Representative Lee Zeldin, former vice chairman of the Aviation Subcommittee of the House Transportation Committee, was instrumental in securing the funding. Last week he, along with 90 other federal lawmakers, successfully lobbied the House Appropriations Committee to fund the contract tower program as part of the 2018 Transportation, Housing and Urban Development Funding Bill approved on July 17.

The committee set aside \$162 million for the nation's air traffic control towers, a \$3 million increase from last year.

"Congressman Zeldin has worked closely with the management of Gabreski Airport to push their requests for funding, as well as U.S. Senators [Charles] Schumer and [Kirsten] Gillibrand, and County Executive Steve Bellone on shared priorities at Gabreski," said Mr. Zeldin's director of communications, Jennifer DiSiena.

Airport managers initially applied for the funding in winter of last year.

The federal grant will cover the first phase of a four-part process that is expected to take four years and approximately \$5 million to complete. The first stage will require that the county hire a contractor to pick the best location for the new control tower.

"It determines the best location for the control tower at the airport that would help the tower controllers see all the approaches to the runways and all of the taxiing surfaces in the airfield," Mr. Ceglio said.

He added that the site plan work should be finished before the end of the year. The next phase requires the completion of an environmental impact survey, followed by the third design stage and then actual construction, the final stage.

The upcoming work is not expected to disrupt airport operations, as the old tower will remain operational until the new facility is finished.

The federal grant is the second of its kind to be recently secured by the airport. Last month, it was awarded a \$150,000 grant to finance the removal of trees and other "obstructions" at the airfield, which boasts three runways. Most of that money is coming from the Federal Aviation Administration.

The tower work, Mr. Ceglio noted, could proceed concurrently with the removal of trees and other piloting hazards.

ATO SPIN-OFF ALLOWS FOR FUTURE REMOTE TECHNOLOGY

Air Traffic Management.net

July 19, 2017

A revamped Air Traffic Organization would have both the resources and the incentive to embrace the safer and more cost-beneficial use of remote tower technology, according to a new report from The Reason Foundation which supports spinning off the nation's ATC into a non-profit corporation.

Those benefits would further extend to medium and large airports that need to replace their aging conventional towers, or to add tower capability to serve new runways — as Chicago O'Hare and Dallas-Fort Worth airports have been forced to do by adding conventional towers.

The report claims a self-sustaining non-profit corporation would be much better placed to consider the safety, cost and personnel advantages of remote towers, unlike the way air traffic services are delivered by the FAA today, where there is little management incentive or imperative to consider such changes.

"The United States' chronic budget problems have resulted in it having no remote tower program with the only two pilot projects — at Leesburg, Virginia and Loveland, Colorado funded by state and private money," writes report author Stephen Van Beek who adds that the outlook for small airports — whether that means new contract towers or the development of a remote tower strategy — is generally unclear under the status quo.

"Were Congress or the FAA to permanently lift the moratorium on new contract towers," he adds, "it is unclear where increased budget dollars for the program would come from, given the agency's inability to fund much needed replacements of its larger, aging facilities such as en route centers and TRACONs. Likewise, the likelihood of the FAA creating a budget for a new remote towers program seems very low, despite the obvious benefits this would provide to airports of all sizes."

He adds that were the Air Traffic Organization separated from the federal budget and made self-supporting from customer charges, like its counterparts in Europe, moving ahead with remote towers would be a far simpler business decision, as part of overall modernization and facility replacement and consolidation.

In June 2017, advocates for contract towers and remote towers lobbied Congress to include provisions in the

House and Senate versions of imminent reauthorization legislation that would push forward these alternatives.

While the Senate language included these provisions without recommending overall air traffic control reform, the House incorporated contract towers and remote towers in its effort to revamp air traffic control.

Bruce Westerman who serves as a member of the House transportation and infrastructure committee said the 21st Century Aviation Innovation, Reform, and Reauthorization (AIRR) Act would benefit small and rural communities through improved airport infrastructure, advanced remote tower technology, and a strengthened contract tower program.

"Remote tower technology is a new concept and its viability is currently being tested in multiple locations. It has the potential to greatly improve functions at rural airports by allowing such facilities to maintain tower service for a far lower cost. This technology allows for unmanned towers to be utilized in order to bring service to airports that had previously been unable to support such usage. Under the 21st Century AIRR Act, funding continues the testing and implementation of remote air traffic control tower technology.

"Communities would also benefit from a strengthened contract tower program under this legislation. Rural and remote airports would continue to receive uninterrupted service while other rural communities could enter the program without delay due to FAA inaction. Current caps on the grant program would be eliminated. This would ensure contract tower construction, equipment, and technology acquisitions continue unimpeded, which would ensure safety and service in the communities under contract.

"Should closure of a tower be proposed, communities, tower owners, and private citizens would be given the option to challenge the closure. Under the current system, an unelected bureaucrat in Washington can cancel a contract with only a 30-day notice, leaving a community without any means of air transportation."

The following link will take you to the Reason Foundation report: http://reason.org/files/air_traffic_control_remote_towers.pdf.



To: CHRIS POMEROY, FRIEDMAN MEMORIAL AIRPORT

From: Chris Sandfoss

Cc: Rob Adams

Date: 11/28/2017

Re: SUN Peak Day Noise Modeling Methodology

INTRODUCTION

This memo summarizes the methodology and results of the 2017 average-annual day and peak day noise analysis for Friedman Memorial Airport (SUN). This analysis focused on three operating conditions at SUN as described below:

1. 2017 Average-Annual Day: This scenario assessed typical conditions at SUN based upon the average daily number of operations. For this scenario, the total number of operations during the most recent 12-month period was calculated and divided by 365 to determine the average-annual operating levels.
2. 2017 Peak Month - Average Day: This scenario is based on the average day of the peak operating month at SUN. For this scenario, the total number of operations during the busiest month over the last 12-month period (July 2017) was calculated and divided by 31 to determine the peak month average day operating levels.
3. 2017 Peak Day: This scenario is based on the day with the highest total operations over the last 12 months (August 22nd).

PROPERTIES AND MEASUREMENT OF NOISE

Sound is created by a source that induces vibrations in the air. Sound is measured using the logarithmic decibel (dB) scale. The range of audible sound ranges from approximately 1 to 140 dB, although everyday sounds rarely rise above about 120 dB and typically, ambient (background) noise levels usually are in the 40-50 dB range depending upon whether the setting is urban or rural.

There are many ways to describe and measure sound. Sounds can be defined in terms of four components, level, pitch, duration, and propagation. Sound level is

simply a measure of amplitude or "loudness" of a sound. Pitch or frequency is based on the spacing of sound vibrations or wavelength that determines whether or not the noise is low (such as a rumble) or high (such as a whistle). Duration refers to the length of time during which a sound is audible. Propagation refers to the dispersion of noise between the source of the sound and the receptor. As sound waves travel away from the source, the sound energy is distributed over a greater area, dispersing the sound energy. Propagation is affected by several factors, including distance, weather (wind, temperature, and humidity), and other features such as soft ground or trees that may absorb some of the sound energy.

Given the multiple dimensions of sound, a variety of descriptors, or metrics, have been developed for describing sound and noise. The 2017 average-annual day and peak day noise analysis for SUN used the following common noise metrics:

1. Maximum Level (Lmax)
2. Number of Events Above Level (NA)
3. Equivalent Sound Level (Leq)
4. Day-Night Average Sound Level (DNL)

Maximum Level (Lmax)

Lmax is simply the highest sound level recorded during an event or over a given period of time. Lmax, however, fails to provide any information about the duration of the sound event. This can be a critical shortcoming when comparing different sounds. Even if they have identical Lmax values, sounds of greater duration contain more sound energy than sounds of shorter duration.

Number of Events Above Level (NA)

The Number of Events Above (NA) metric indicates the total number of aircraft events at particular location that exceed a given sound level threshold in dB. The NA metric explicitly provides information about the number of sound events, although it conveys no information about the duration of the event(s). The particular noise threshold can be set to whatever level is appropriate for the situation being studied. Typically 65 dB is used, in which case the metric is abbreviated NA65.

Equivalent Sound Level (LEQ)

The equivalent sound level (Leq) metric may be used to define cumulative noise dosage, or noise exposure, over a period of time. In computing Leq, the total noise energy over a given period of time, during which numerous events may have occurred, is logarithmically averaged over the time period. The Leq represents the steady sound level that is equivalent to the varying sound levels actually occurring during the period of observation. For example, an 8-hour Leq of 67 dB indicates that

the amount of sound energy in all the peaks and valleys that occurred in the 8-hour period is equivalent to the energy in a continuous sound level of 67 dB. Leq is typically computed for measurement periods of 1 hour, 8 hours, or 24 hours, although any time period can be specified.

Day-Night Average Sound Level (DNL)

The Day-Night Average Sound Level (DNL) metric is a variation of the 24-hour Leq metric. Like Leq, the DNL metric describes the total noise exposure during a given period. Unlike Leq, however, DNL, by definition, can only be applied to a 24-hour period. In computing DNL, an extra weight of 10 dB is assigned to any sound levels occurring between the hours of 10:00 p.m. and 7:00 a.m. This is intended to account for the greater annoyance that nighttime noise is presumed to cause for most people. Due to the logarithmic nature of the dB scale, this extra weight treats one nighttime noise event as equivalent to 10 daytime events of the same magnitude.

DNL is the standard metric used for environmental noise analysis per Federal requirements, including airport noise studies. Residential land uses are normally incompatible with noise levels at or above 65 DNL.

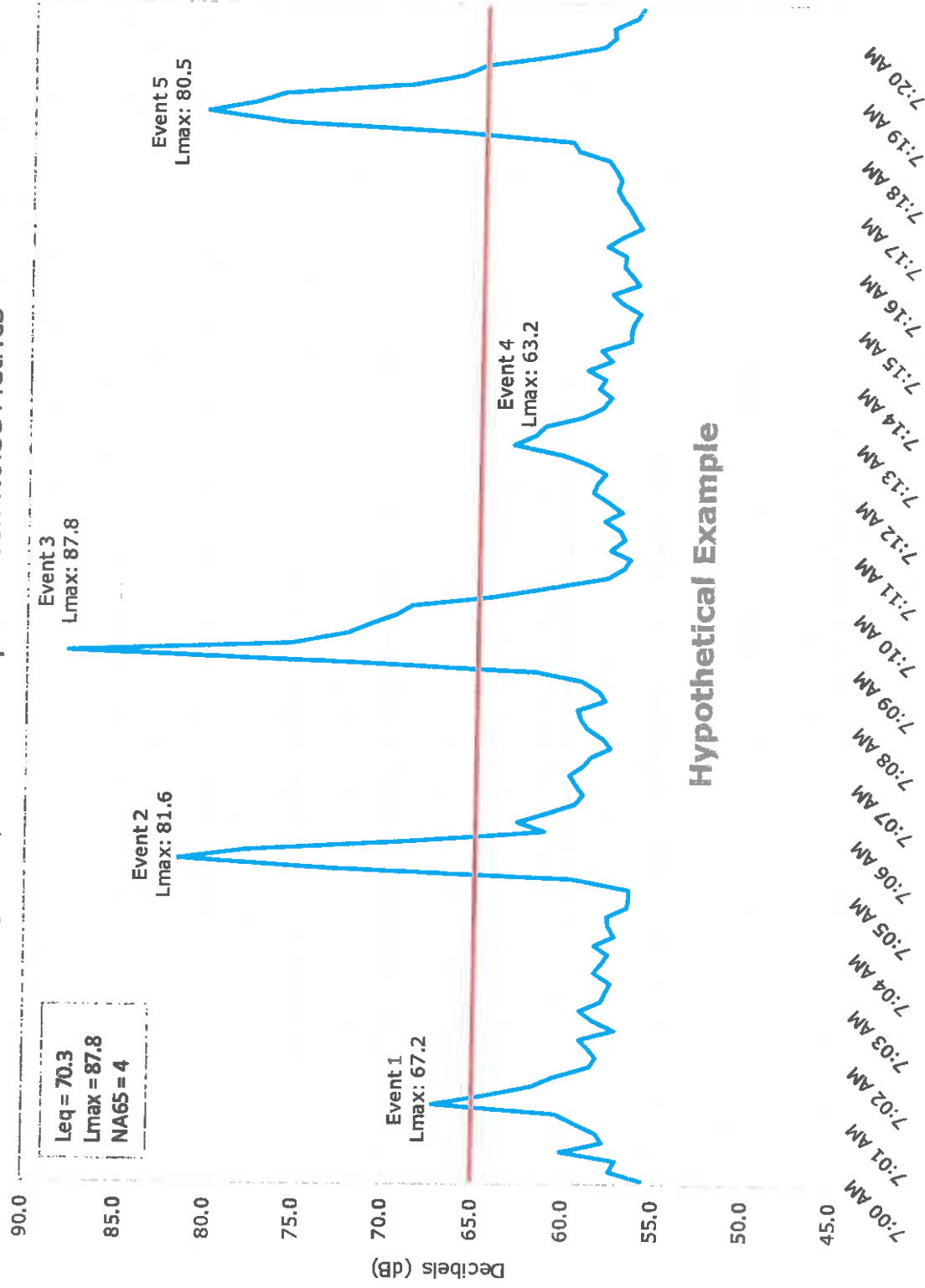
Due to the different ways in which noise can be perceived by different people, this analysis used the Lmax, NA, and DNL metrics to describe noise conditions. However, per Federal requirements, only DNL may be used to determine the significance of impacts for Federal noise mitigation funding. Other metrics are reported for informational purposes. The relationship between these metrics is shown in **Figure 1**. This graph shows a hypothetical example of continuous noise levels over a twenty minute period during which time several noise "events" occurred as shown by the blue line. In this example, five noise events occurred that caused noise levels to rise above background levels. Each of these five events has an Lmax value and the overall Lmax during the 20-minute period is 87.8 dB. The Leq, averaged over the 20-minute period, is 70.3. The NA65 value is four, since only four of the five events have an Lmax exceeding 65 dB. Note that DNL is not reported because this example does not cover a full 24-hour period.

THIS PAGE INTENTIONALLY LEFT BLANK

memo

Landrum & Brown
11279 Cornell Park Drive
Cincinnati, OH 45242
513.530.5333 | 513.530.1278 fax
www.landrum-brown.com

Figure 1, Relationship Between Noise Metrics



THIS PAGE INTENTIONALLY LEFT BLANK

memo

Landrum & Brown
11279 Cornell Park Drive
Cincinnati, OH 45242
513.530.5333 | 513.530.1278 fax
www.landrum-brown.com

NOISE MODELING METHODOLOGY

This noise analysis was conducted using the Federal Aviation Administration (FAA) Aviation Environmental Design Tool (AEDT) Version 2d. Inputs into the AEDT include the total number of aircraft operations, aircraft type, daytime (7:00 am to 9:59 pm) or nighttime (10:00 pm to 6:59 am) operations, the percent of time each runway end is used for arrival and departure, flight paths to and from the runway ends, and the percent distribution on each flight path.

Number of Operations and Fleet Mix: The total number of operations that was modeled for each of the scenarios at SUN is based on the FAA Operational Network (OPSNET) database. The total number of operations for each scenario is listed below.

	Arrivals	Departures	Total
Average-Annual Day	34.7	34.7	69.4
Peak Month Average Day	65.2	65.3	130.5
Peak Day	120.0	120.0	240.0

The aircraft fleet mix that would be modeled for each scenario is based on the FAA Traffic Flow Management System Counts (TFMSC) database and data provided by the Friedman Memorial Airport Authority (FMAA). **Table 1** provides a detailed list of average-annual day operations at SUN, organized by aircraft type and aircraft category. **Table 2** provides a detailed list of the peak month average day operations at SUN, organized by aircraft type and aircraft category. **Table 3** provides a detailed list of the peak day operations at SUN, organized by aircraft type and aircraft category.

Daytime/Nighttime Operations: Data on the ratio of daytime to nighttime operations is based on data from the Draft Environmental Impact Statement (DEIS) and data from FMAA staff. Approximately 98 percent of all operations occur during the daytime (7:00 am to 9:59 pm) and two percent of all operations occur during the nighttime (10:00 pm to 6:59 am). Therefore, this overall ratio was modeled for the three scenarios at SUN.

Table 1
DISTRIBUTION OF OPERATIONS BY AIRCRAFT CATEGORY –
AVERAGE ANNUAL DAY
Friedman Memorial Airport

Aircraft Type	Noise Model ID	Arrivals		Departures		Total
		Daytime	Nighttime	Daytime	Nighttime	
Regional Jets						
Bombardier Canadair CRJ701	CRJ701	3.9	0.0	3.9	0.0	7.9
Embraer ERJ-145	EMB145	1.5	0.0	1.5	0.0	3.1
Subtotal		5.4	0.1	5.4	0.1	11.0
General Aviation Jets						
Beechcraft Baron 58	BEC58P	0.3	0.0	0.3	0.0	0.6
Cessna Citation 3	CIT3	1.0	0.0	1.0	0.0	2.1
Bombardier Challenger CL30	CL600	1.4	0.0	1.4	0.0	2.8
Bombardier Challenger CL60	CL601	2.6	0.1	2.6	0.1	5.3
Cessna 500 Citation	CNA500	1.2	0.0	1.2	0.0	2.4
Cessna 510 Mustang	CNA510	0.2	0.0	0.2	0.0	0.4
Cessna 525 Citation	CNA525C	0.4	0.0	0.4	0.0	0.7
Cessna 550 Citation Bravo	CNA55B	0.8	0.0	0.8	0.0	1.6
Cessna 560 Citation Encore	CNA560E	0.9	0.0	0.9	0.0	1.9
Cessna 560 Citation Ultra	CNA560U	0.6	0.0	0.6	0.0	1.3
Cessna 560 Citation Excel	CNA560XL	2.2	0.0	2.2	0.0	4.6
Cessna 680 Citation Sovereign	CNA680	0.9	0.0	0.9	0.0	1.8
Cessna Citation X	CNA750	1.1	0.0	1.1	0.0	2.3
Fokker F100	F10062	0.4	0.0	0.4	0.0	0.8
Gulfstream GIV	GIV	0.5	0.0	0.5	0.0	1.0
Gulfstream GV	GV	1.7	0.0	1.7	0.0	3.5
IAI 1125 Astra	IA1125	0.4	0.0	0.4	0.0	0.8
Lear 35	LEAR35	3.0	0.1	3.0	0.1	6.1
Mitsubishi MU3001	MU3001	0.9	0.0	0.9	0.0	1.9
Subtotal		20.6	0.4	20.6	0.4	41.9

Table 1, (continued)
DISTRIBUTION OF OPERATIONS BY AIRCRAFT CATEGORY –
AVERAGE ANNUAL DAY
Friedman Memorial Airport

Aircraft Type	Noise Model ID	Arrivals		Departures		Total
		Daytime	Nighttime	Daytime	Nighttime	
Propeller Aircraft						
Cessna 172 Skyhawk	CNA172	0.6	0.0	0.6	0.0	1.2
Cessna 208 Caravan	CNA208	2.6	0.1	2.6	0.1	5.2
Cessna 441 Conquest	CNA441	1.8	0.0	1.8	0.0	3.6
De Havilland DHC-6 Twin Otter	DHC6	0.1	0.0	0.1	0.0	0.2
De Havilland Dash-8	DHC830	1.0	0.0	1.0	0.0	2.1
Dornier 228	DO228	0.8	0.0	0.8	0.0	1.6
General Aviation Single Engine Prop	GASEPV	0.6	0.0	0.6	0.0	1.2
Piper Navajo	PA31	0.1	0.0	0.1	0.0	0.2
Shorts SD330	SD330	0.3	0.0	0.3	0.0	0.6
Subtotal		7.8	0.1	7.8	0.1	15.9
Helicopters						
Agusta A-109	A109	0.0	0.0	0.0	0.0	0.0
Bell 212 Huey	B212	0.0	0.0	0.0	0.0	0.1
Bell 222	B222	0.0	0.0	0.0	0.0	0.2
Bell 407	B407	0.0	0.0	0.0	0.0	0.0
Eurocopter EC-130	EC130	0.2	0.2	0.2	0.2	0.6
Robinson R22B	R22	0.0	0.0	0.0	0.0	0.0
Sikorsky S-76 Spirit	S76	0.0	0.0	0.0	0.0	0.0
Subtotal		0.2	0.2	0.2	0.2	1.0
Grand Total		34.1	0.9	34.1	0.9	69.9

Source: FAA TFMSC Database, FMAA, Landrum & Brown, 2017.

Table 2
DISTRIBUTION OF OPERATIONS BY AIRCRAFT CATEGORY – PEAK MONTH
AVERAGE DAY
Friedman Memorial Airport

Aircraft Type	Noise Model ID	Arrivals		Departures		Total
		Daytime	Nighttime	Daytime	Nighttime	
Regional Jets						
Bombardier Canadair CRJ900	CRJ9-ER	2.4	0.8	3.1	0.0	6.3
Embraer ERJ-145	EMB145	0.0	0.0	0.0	0.0	0.1
Embraer ERJ170-100	EMB170	2.2	0.0	2.2	0.0	4.3
Subtotal		4.6	0.8	5.3	0.0	10.7
General Aviation Jets						
Bombardier BD-700 Global Express	BD700	0.9	0.0	0.9	0.0	1.8
Beechcraft Baron 58	BEC58P	1.0	0.1	1.0	0.1	2.1
Cessna Citation 3	CIT3	0.3	0.0	0.3	0.0	0.7
Bombardier Challenger CL30	CL600	4.2	0.1	4.2	0.1	8.5
Bombardier Challenger CL60	CL601	4.3	0.1	4.3	0.1	8.7
Cessna 500 Citation	CNA500	2.4	0.0	2.4	0.0	4.9
Cessna 510 Mustang	CNA510	0.2	0.0	0.2	0.0	0.5
Cessna 525 Citation	CNA525C	1.5	0.0	1.5	0.0	3.1
Cessna 550 Citation Bravo	CNA55B	3.0	0.1	3.0	0.1	6.1
Cessna 560 Citation Ultra	CNA560U	2.2	0.0	2.2	0.0	4.4
Cessna 560 Citation Excel	CNA560XL	4.4	0.1	4.4	0.1	8.9
Cessna 680 Citation Sovereign	CNA680	1.8	0.0	1.8	0.0	3.6
Cessna Citation X	CNA750	0.9	0.0	0.9	0.0	1.9
Eclipse 500	ECLIPSE500	0.3	0.0	0.3	0.0	0.6
Fokker F100	F10062	1.4	0.0	1.4	0.0	2.9
Falcon 20	FAL20	0.1	0.0	0.1	0.0	0.2
Gulfstream GIV	GIV	2.5	0.1	2.5	0.1	5.0
Gulfstream GV	GV	5.5	0.1	5.5	0.1	11.3
IAI 1125 Astra	IA1125	0.6	0.0	0.6	0.0	1.2
Lear 35	LEAR35	3.6	0.1	3.6	0.1	7.3
Mitsubishi MU3001	MU3001	0.3	0.0	0.3	0.0	0.6
Subtotal		41.3	0.9	41.3	0.8	84.3

Table 2, (continued)
DISTRIBUTION OF OPERATIONS BY AIRCRAFT CATEGORY – PEAK MONTH
AVERAGE DAY
Friedman Memorial Airport

Aircraft Type	Noise Model ID	Arrivals		Departures		Total
		Daytime	Nighttime	Daytime	Nighttime	
Propeller Aircraft						
Cessna 172 Skyhawk	CNA172	0.0	0.0	0.0	0.0	0.1
Cessna 182 Skylane	CNA182	0.1	0.0	0.1	0.0	0.3
Cessna 206 Stationair	CNA206	0.6	0.0	0.6	0.0	1.2
Cessna 208 Caravan	CNA208	5.1	0.3	5.1	0.3	10.7
Cessna 441 Conquest	CNA441	4.3	0.1	4.3	0.1	8.8
De Havilland DHC-6 Twin Otter	DHC6	0.2	0.0	0.2	0.0	0.5
De Havilland Dash-8	DHC830	2.5	0.1	2.5	0.1	5.1
Dornier 228	DO228	0.7	0.0	0.7	0.0	1.4
General Aviation Single Engine Prop	GASEPV	2.3	0.1	2.3	0.1	4.7
Piper Navajo	PA31	0.2	0.0	0.2	0.0	0.4
Shorts SD330	SD330	0.9	0.0	0.9	0.0	1.8
Subtotal		16.9	0.6	16.9	0.6	35.0
Helicopters						
Agusta A-109	A109	0.0	0.0	0.0	0.0	0.0
Bell 212 Huey	B212	0.0	0.0	0.0	0.0	0.0
Bell 222	B222	0.0	0.0	0.0	0.0	0.1
Bell 407	B407	0.0	0.0	0.0	0.0	0.0
Eurocopter EC-130	EC130	0.2	0.0	0.2	0.0	0.3
Robinson R22B	R22	0.0	0.0	0.0	0.0	0.0
Sikorsky S-76 Spirit	S76	0.0	0.0	0.0	0.0	0.0
Subtotal		0.3	0.0	0.3	0.0	0.5
Grand Total		63.0	2.2	63.8	1.4	130.5

Source: FAA TFMSC Database, FMAA, Landrum & Brown, 2017.

Table 3
DISTRIBUTION OF OPERATIONS BY AIRCRAFT CATEGORY –
PEAK DAY
Friedman Memorial Airport

Aircraft Type	Noise Model ID	Arrivals		Departures		Total
		Daytime	Nighttime	Daytime	Nighttime	
Regional Jets						
Bombardier Canadair CRJ900	CRJ9-ER	4.0	0.0	4.0	0.0	8.0
Embraer ERJ170-100	EMB170	2.0	0.0	2.0	0.0	4.0
Subtotal		6.0	0.0	6.0	0.0	12.0
General Aviation Jets						
Bombardier BD-700 Global Express	BD700	5.0	0.0	5.0	0.0	10.0
Beechcraft Baron 58	BEC58P	1.0	0.0	1.0	0.0	2.0
Bombardier Challenger CL30	CL600	11.0	0.0	11.0	0.0	22.0
Bombardier Challenger CL60	CL601	7.5	0.5	7.5	0.5	16.0
Cessna 500 Citation	CNA500	4.0	0.0	4.0	0.0	8.0
Cessna 550 Citation Bravo	CNA55B	3.0	0.0	3.0	0.0	6.0
Cessna 560 Citation Ultra	CNA560U	8.0	0.0	8.0	0.0	16.0
Cessna 560 Citation Excel	CNA560XL	13.5	0.5	13.5	0.5	28.0
Cessna 680 Citation Sovereign	CNA680	4.0	0.0	4.0	0.0	8.0
Cessna Citation X	CNA750	2.0	0.0	2.0	0.0	4.0
Gulfstream GIV	GIV	5.0	0.0	5.0	0.0	10.0
Gulfstream GV	GV	2.0	0.0	2.0	0.0	4.0
IAI 1125 Astra	IA1125	2.0	0.0	2.0	0.0	4.0
Lear 35	LEAR35	10.5	0.5	10.5	0.5	22.0
Mitsubishi MU3001	MU3001	5.0	0.0	5.0	0.0	10.0
Subtotal		83.5	1.5	83.5	1.5	170.0
Propeller Aircraft						
Cessna 182 Skylane	CNA182	2.0	0.0	2.0	0.0	4.0
Cessna 208 Caravan	CNA208	10.0	0.0	10.0	0.0	20.0
Cessna 441 Conquest	CNA441	2.5	0.5	2.5	0.5	6.0
De Havilland DHC-6 Twin Otter	DHC6	8.0	0.0	8.0	0.0	16.0
De Havilland Dash-8	DHC830	2.0	0.0	2.0	0.0	4.0
General Aviation Single Engine Prop	GASEPV	1.0	0.0	1.0	0.0	2.0
Shorts SD330	SD330	2.0	0.0	2.0	0.0	4.0
Subtotal		27.5	0.5	27.5	0.5	56.0

memo

Table 3, (continued)
DISTRIBUTION OF OPERATIONS BY AIRCRAFT CATEGORY –
PEAK DAY
Friedman Memorial Airport

Aircraft Type	Noise Model ID	Arrivals		Departures		Total
		Daytime	Nighttime	Daytime	Nighttime	
Helicopters						
Eurocopter EC-130	EC130	1.0	0.0	1.0	0.0	2.0
Subtotal		1.0	0.0	1.0	0.0	2.0
Grand Total		118.0	2.0	118.0	2.0	240.0

Source: FAA TFMSC Database, FMAA, Landrum & Brown, 2017.

Runway End Utilization: Due to the surrounding terrain and land uses, aircraft typically arrive to SUN from the south, landing on Runway 31 and take off to the south from Runway 13. Average-annual day runway end utilization is based on data provided by FMAA staff. Data shows that approximately 95 percent of all aircraft arrive from the south, landing on Runway 31; and depart to the south, taking off from Runway 13. Approximately 5 percent of aircraft arrive from the north, landing on Runway 13 and depart to the north on Runway 31. Of this 5 percent, approximately 3 percent are single-engine prop aircraft and the other 2 percent are turboprops or general aviation jets. Arrivals to Runway 13 land with a 1,701 foot displaced threshold.

Flight Tracks: Flight tracks used for this analysis are based on historic radar data and information provided by FMAA staff. Flight track locations are shown in **Exhibit 1, Exhibit 2, and Exhibit 3**. Flight track locations and percent of use is based on a data from the DEIS, FAA published flight routes, and visual observation of flight track locations. Aircraft on approach to Runway 31 fly either a visual approach or an instrument approach. Exhibit 1 shows arrival flight tracks for both the visual and the instrument approaches. For noise modeling, it is assumed that 99 percent of commercial regional jet arrivals, 50 percent of general aviation jet arrivals, and 25 percent of prop aircraft arrivals follow one of the instrument approach routes.

NOISE MODELING RESULTS

The results of the noise analysis are presented using noise contours and grid points. Noise contours are lines representing areas of equal noise exposure. Noise contours are generally depicted using the Day-Night Average Sound Level (DNL) metric and 65 DNL is the generally the threshold of significance for noise-sensitive land uses, including residences, that have not been mitigated.

Noise Contours

For this analysis, equal noise contour lines for the levels of 65 and 70 DNL were calculated and represent average-annual day conditions. Because DNL is typically used to represent average-annual day conditions, DNL contours were not developed for the peak day or average day peak month scenarios.

Existing (2017) Baseline Noise Contour: The Existing (2017) Baseline noise contour represents current conditions at SUN. The 65 DNL of the Existing (2017) Baseline noise contour is shown on **Exhibit 4**. The shape of the noise contour reflects the predominant runway use patterns at SUN in which aircraft primarily arrive from the south and depart to the south. Therefore, the noise contour shape comes to a point on the south end due to the influence of noise levels from aircraft arrivals on a straight-in approach. The noise contour on the north end expands outward due to the engine noise from aircraft starting their departure roll.

The 65 DNL noise contour primarily remains over Airport property. On the north side, the noise contour extends outward beyond airport property; however, it remains over commercial and undeveloped property.

Grid Points

Grid points represent calculated noise levels at a specific point or points surrounding an airport. Grid points can present information using different metrics that describe noise levels or aircraft event information. For this analysis, grids points were generated to show the total number of events in which the maximum noise level exceeded 65 decibels (NA65). **Exhibit 5** shows the grid point locations and the NA65 range of each grid point for the 2017 average-annual day conditions. **Exhibit 6** shows the grid point locations and the NA65 range of each grid point for the 2017 peak month average day conditions. **Exhibit 7** shows the grid point locations and the NA65 range of each grid point for the 2017 peak day conditions.

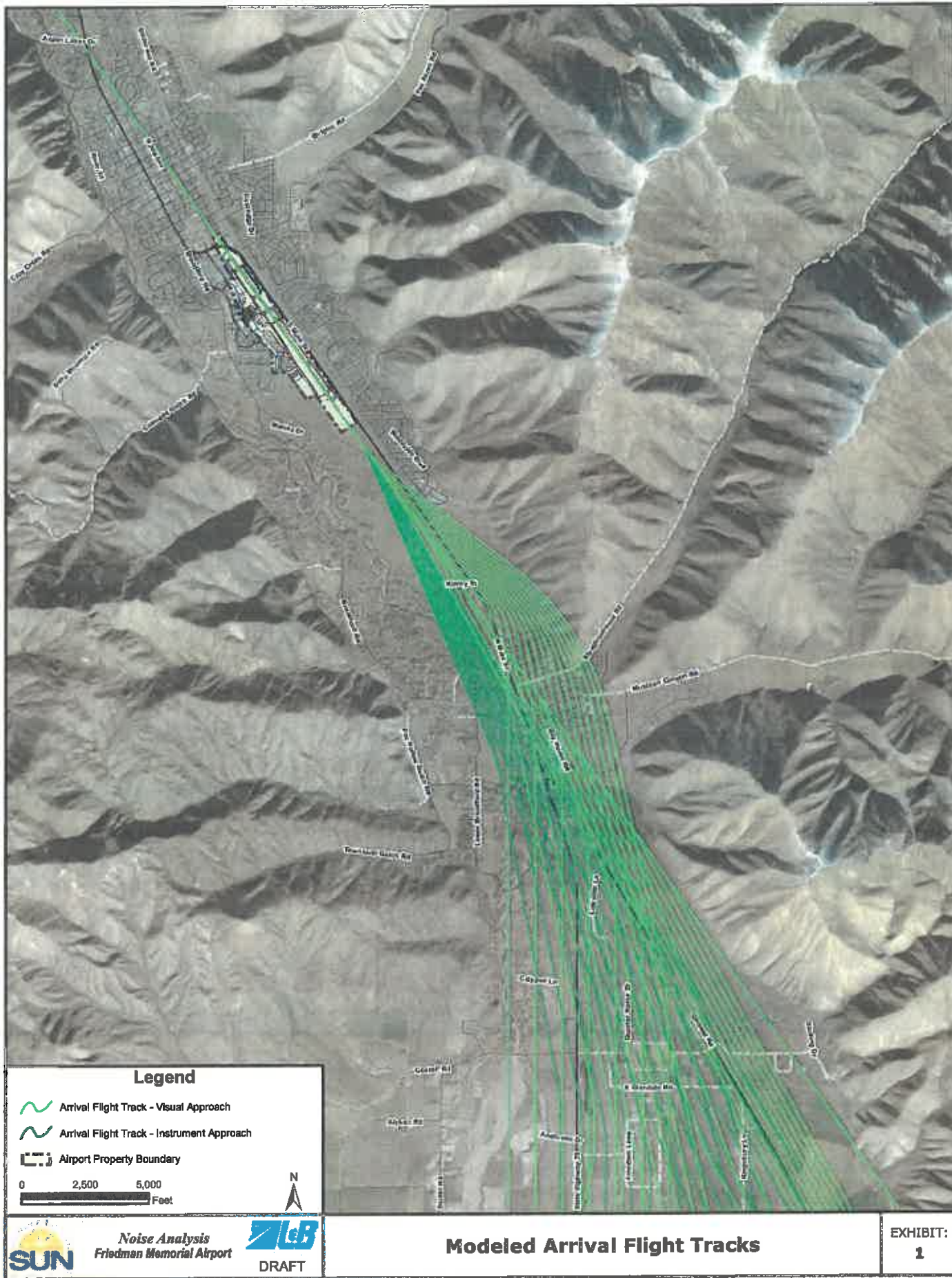
In addition to the NA65 ranges shown on Exhibits 5 to 7, two individual locations were selected at which additional detailed noise modeling information was provided. These grid point locations are shown in **Exhibit 8**. At each of these locations, the average annual day DNL value and overall Lmax is reported along with the number of events above 65 dB (NA65). Table 4 shows the results of this analysis. On an

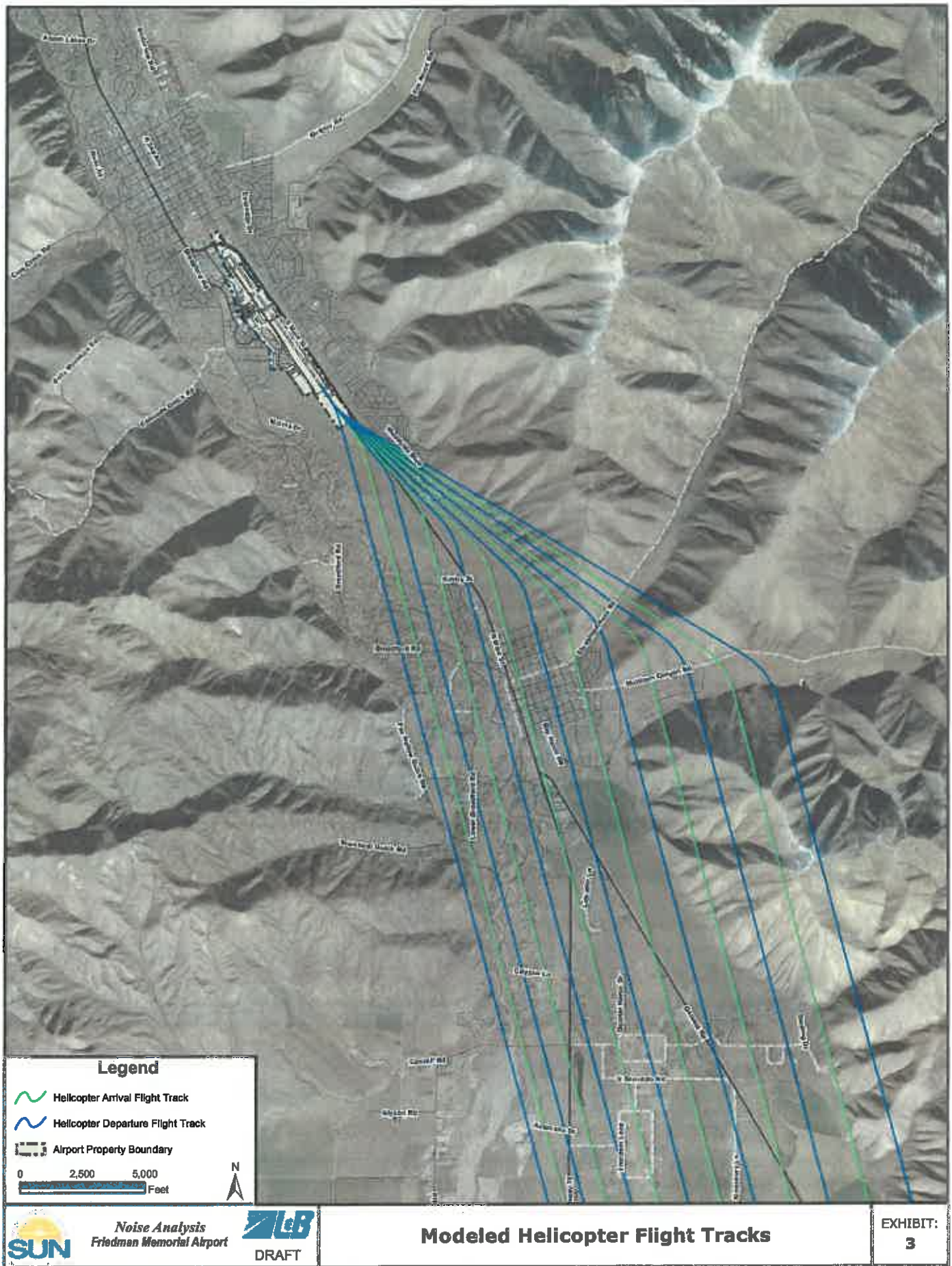
average-annual day, the two grid point locations (G1 and G2) experience approximately 38 to 50 aircraft overflights above 65 dB. Overall this equates to a DNL level of 49.1 to 52.2, which is well below the Federal threshold of significance of 65 DNL.

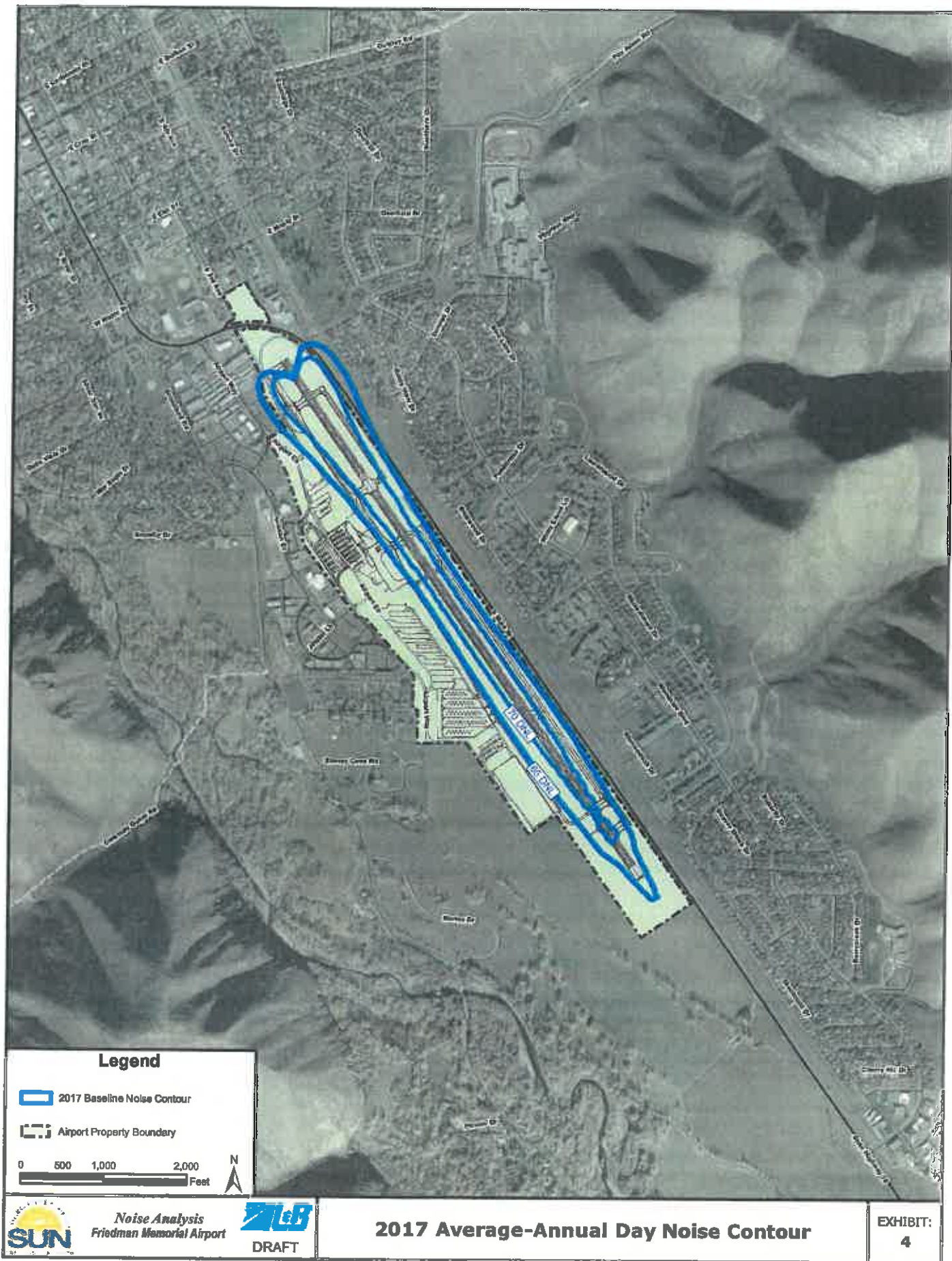
Table 4
DETAILED GRID POINT RESULTS
Friedman Memorial Airport

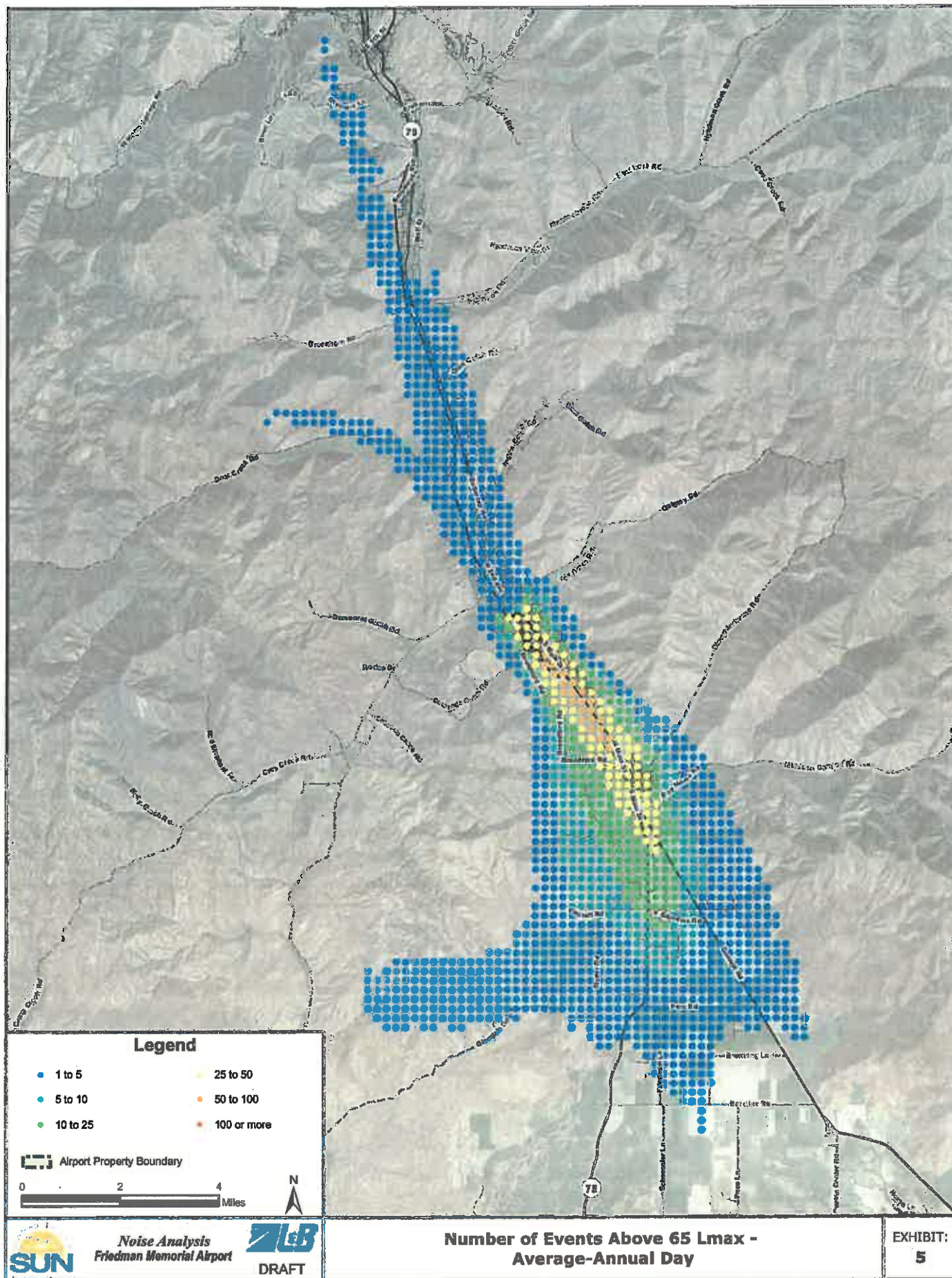
GRID ID	AVERAGE ANNUAL DAY			PEAK MONTH - AVERAGE DAY	PEAK DAY
	DNL	LMAX	NA65	NA65	NA65
G1	52.2	88.1	50	95	182
G2	49.1	84.7	38	74	144

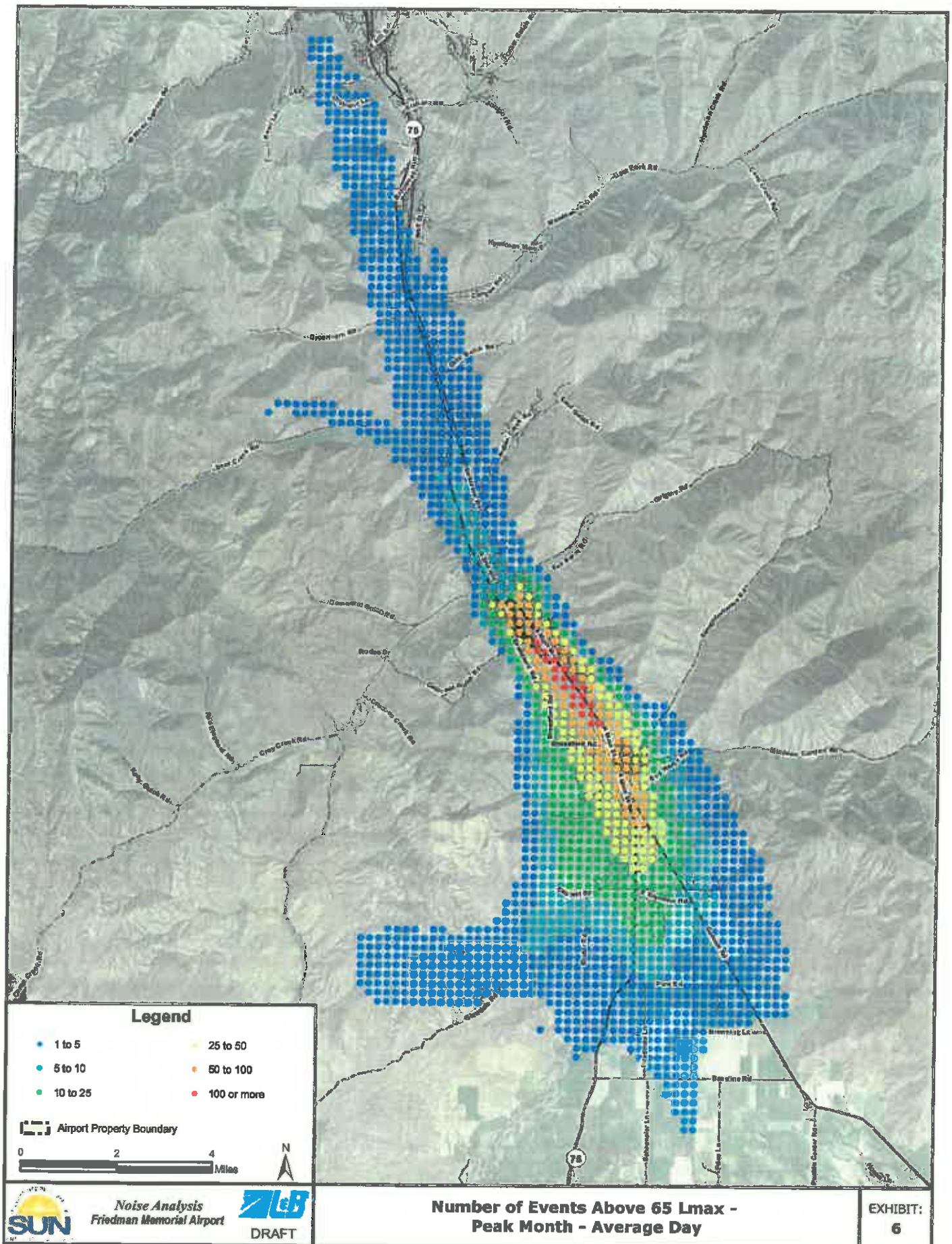
memo

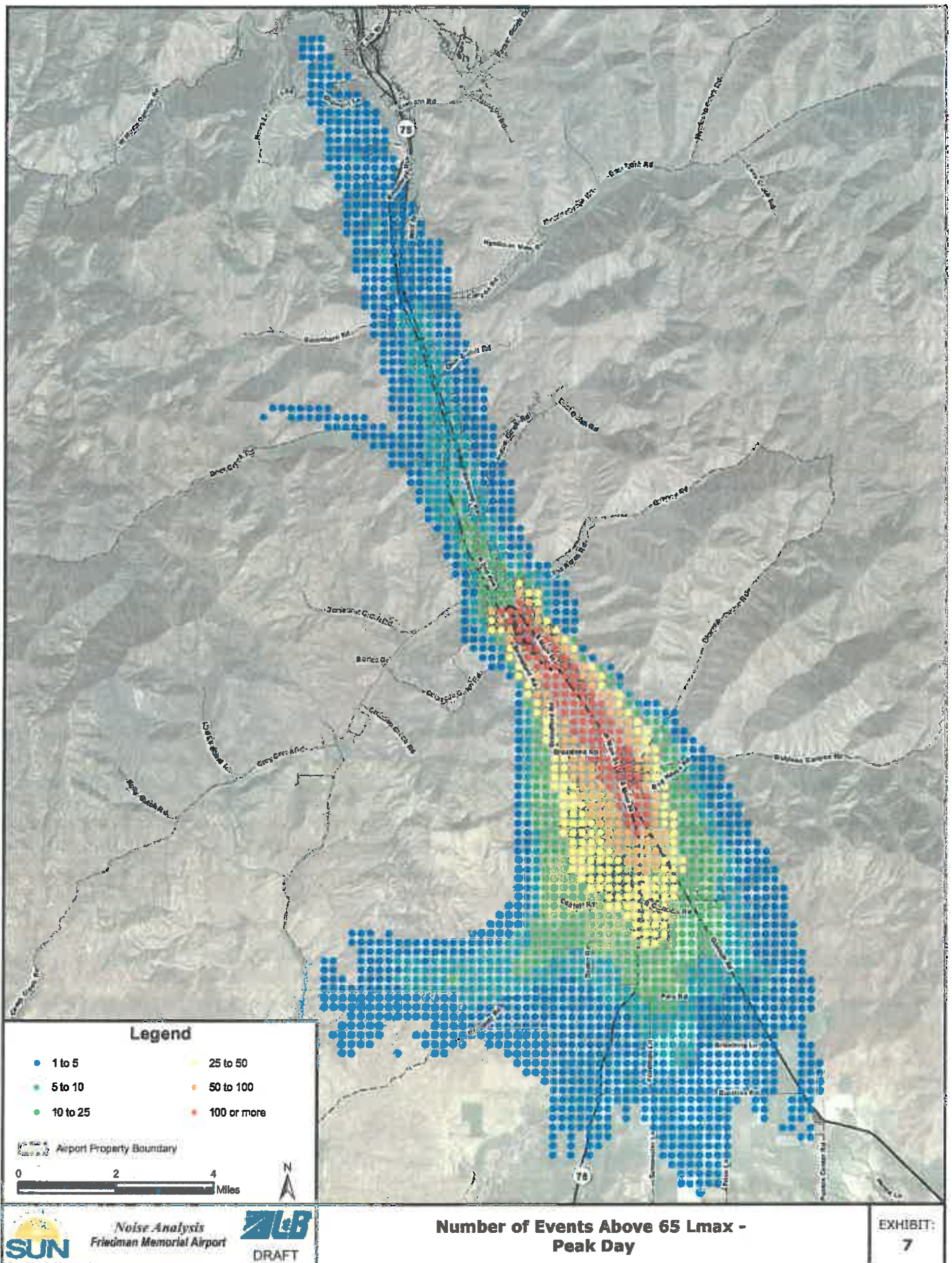


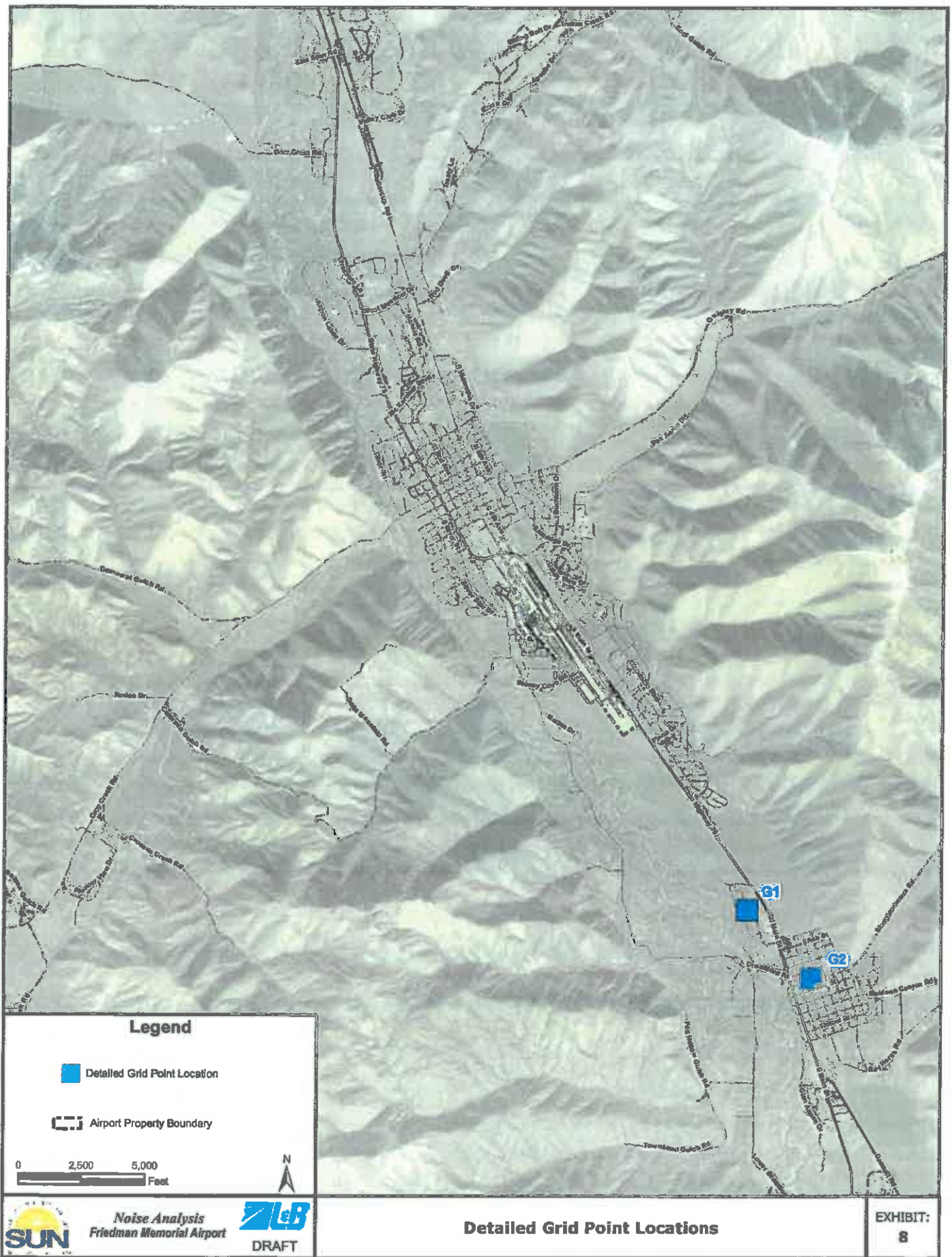














PARKING FACILITY MANAGEMENT AGREEMENT

Between

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

and

THE CAR PARK, L.L.C. INC

_____, 2017

TABLE OF CONTENTS

	Page
ARTICLE I APPOINTMENT	1
1.1 Appointment	1
1.2 Commencement Date	1
ARTICLE II MANAGER'S AGREEMENTS	2
2.1 General Responsibility	2
2.2 Independent Contractor	2
ARTICLE III SERVICES OF MANAGER	2
3.1 On behalf of FMAA	2
3.2 Standards	2
3.3 Financial Reports and Records	2
3.4 Budgets	3
3.5 Employees	4
3.6 Collection of Rents and Other Income	5
3.7 Maintenance, Repairs, Alterations	5
3.8 Compliance with Laws	5
3.9 Notification of Litigation	5
3.10 Manager's Expenses	6
3.11 Subcontracts / Service Contracts	6
3.12 Contracts with Related Parties	6
3.13 Availability of Manager; Facility Office	6
ARTICLE IV INSURANCE	6
4.1 Manager's Insurance	6
4.2 FMAA's Insurance	7
4.3 Hold Harmless and Indemnity	8
ARTICLE V MANAGER'S COMPENSATION	9
5.1 Fees and Commissions	9
5.2 Transient Income	9
ARTICLE VI TERM AND TERMINATION	10
6.1 Term	10

6.2	[unused].....	10
6.3	Manager's Right to Terminate for FMAA Default.....	10
6.4	Manager's Obligations After Termination	11
6.5	Final Accounting.....	11
ARTICLE VII	CONFIDENTIAL INFORMATION.....	12
7.1	Confidentiality.....	12
	
	
	
	
	
7.2	Non-Disclosure.....	12
ARTICLE VIII	NOTICES AND ASSIGNMENTS	12
8.1	Notice	12
8.2	Assignments.....	14
ARTICLE IX	MISCELLANEOUS.....	14
9.1	Consent And Approval	14
9.2	Signs	14
9.3	Pronouns.....	14
9.4	Amendments	14
9.5	Headings	14
9.6	Representations	14
9.7	Complete Agreement	14
9.8	Governing Law	15
9.9	Attorney's Fees	15
9.10	Survival of Obligations.....	15
9.11	Subordination to Financing.....	15
9.12	Patriot Act	
	Representation	15
	
	
	
	
	
	

- EXHIBIT A: DESCRIPTION OF PROPERTY**
- EXHIBIT B: SCHEDULE OF FEES**
- EXHIBIT C: INITIAL ANNUAL OPERATING PLAN**
- EXHIBIT D: STANDARD OPERATING PROCEDURES**
- EXHIBIT E: EQUIPMENT AND IMPROVEMENTS AMORTIZATION AGREEMENT**

PARKING FACILITY MANAGEMENT AGREEMENT

THIS AGREEMENT (the "Agreement") is made as of the ____ day of _____, 2017 by and between FRIEDMAN MEMORIAL AIRPORT AUTHORITY, or its assigns (herein referred to as "FMAA"), and THE CAR PARK, L.L.C. a Delaware Limited Liability Company~~INC.~~, _____ (herein referred to as "Manager").

RECITALS:

WHEREAS, FMAA owns the parking facility located on the land described on Exhibit "A" to this Agreement ("Facility"). FMAA desires to engage Manager as its facility manager for the Facility and to operate the Facility on FMAA's behalf, and Manager desires to accept such engagement, all on the terms and conditions set forth.

WITNESSETH:

In consideration of the covenants herein contained, the parties hereto agree as follows:

ARTICLE I

APPOINTMENT

In consideration of the mutual promises made by FMAA and Manager in this Agreement and other valuable consideration, the receipt and sufficiency of which are hereby acknowledged, each of them agrees as follows:

1.1 Appointment. FMAA hereby appoints Manager as the managing agent to operate, maintain and manage the Facility, and Manager hereby accepts such appointment under the terms and conditions hereinafter set forth and will use commercially reasonable efforts, diligence and care in performing all of its duties hereunder. FMAA hereby authorizes Manager to exercise such powers with respect to the Facility as may be necessary for the performance of Manager's obligations under the terms of this Agreement. Manager shall have no right or authority, expressed or implied, to commit or otherwise obligate FMAA in any manner whatsoever except to the extent specifically provided herein.

1.2 Commencement Date. Manager's duties and responsibilities shall commence _____ 1, 2017 ("Commencement Date"), and shall continue until the expiration or termination thereof as provided under Article VI hereof.

ARTICLE II

MANAGER'S AGREEMENTS

2.1 General Responsibility. Manager, on behalf of FMAA, shall implement, or cause to be implemented, the decisions of FMAA with respect to the Facility and shall

conduct the ordinary and usual business affairs of FMAA as provided in this Agreement. Manager agrees to use its good faith and diligence in the management and operation of the Facility consistent with the Approved Operating Budget and the Class A nature of the Facility and to comply with such instructions and policies as may be reasonably requested by FMAA.

2.2 Independent Contractor. Manager covenants and agrees to perform the services covered under this Agreement, and FMAA authorizes Manager to perform such services on behalf of FMAA. Manager in performance of its duties under this Agreement is an independent contractor and it is expressly understood and agreed that payments hereunder shall be payments by FMAA to Manager as an independent contractor and not as an employee, partner or joint venture of FMAA. Nothing in this Agreement shall be construed as requiring Manager to bear any portion of any losses or gains arising out of or connected with the ownership or operation of the Facility unless it arises from the negligence of its employees, agents or contractors.

ARTICLE III

SERVICES OF MANAGER

3.1 On behalf of FMAA. The services of Manager in performing its duties and providing services pursuant to the terms and conditions of this Agreement shall be for the account of FMAA. FMAA agrees to be responsible for all costs, expenses, and disbursements incurred by Manager under the terms of this Agreement in providing management and operations hereunder, such as, but not limited to, contracts for cleaning, maintaining and staffing the Facility, and other costs directly related to the management operations of the Facility. Manager will not incur any expenses or make any expenditure except as expressly permitted in or by this Agreement. Manager shall be responsible for full compliance with all applicable federal, state and municipal laws, ordinances, regulations and orders relating to the use, operation, repair, maintenance and leasing of the Facility, ~~and with the rules, regulations and orders of the local Board of Fire Underwriters or other similar body if any.~~

3.2 Standards. Manager shall manage, operate and maintain the Facility in a manner normally associated with the management and operation of a project of similar quality which shall include maintaining the Facility in a clean, operable, attractive condition unless otherwise directed by FMAA. Manager will provide a set of Standard Operating Procedures attached in Exhibit D (to be completed and approved by FMAA no more than ~~6030~~ days after commencement of agreement) Standard Operating Procedures to be, at a minimum, updated, and approved by FMAA, annually. All employees of Manager will be in an FMAA approved uniform and name badge at all times when on duty or representing FMAA and or Manager to the public in conjunction with FMAA operations. FMAA shall not unreasonably withhold uniform approval.

3.3 Financial Reports and Records. Manager shall maintain separate books, documents and records for the Facility through its accounting system, which shall be supported by proper documentation, including, without limitation, all contracts, files,

maintenance and preventive maintenance programs, schedules and logs, inventories of personal property and equipment, complaints, correspondence with all governmental authorities, and records of accounts held and maintained by Manager. Such accounting shall be performed in Manager's accounting system, on a cash basis using generally accepted accounting principles consistently applied. Manager shall implement appropriate controls over accounting and financial transactions as is reasonably required to protect FMAA's assets from theft, error or fraudulent activity, including obtaining the crime/dishonest insurance as required pursuant to Section 4.1(f) hereof. Manager shall retain all records for the agreement period and to extend to two (2) years after termination of the agreement. Except in the case of returned and unused tickets, which will be kept for a period of one (1) year from each accounting period. FMAA will provide storage space for the tickets.

(a) Manager shall provide a standard chart of accounts from its accounting system for all income and expense categories generated by operation and management of the Facility in accordance with all instructions received from FMAA and an appropriate software package related thereto.

(b) On or before the 15th day of each month, FMAA shall receive from Manager the monthly operating statement of income and expenses and budget variance report for the previous month's income and expenses. Manager's monthly report shall include a narrative with comments regarding significant events that occurred during the prior month and an explanation of material variances, defined as any item that varies 105% or more from the budgeted amount for that month.

(c) Manager shall also submit to FMAA the following monthly statements and reports with respect to the Facility and such other reports reasonably requested by FMAA:

(d) Manager shall provide special "customized" reports which FMAA may reasonably request in writing from Manager. Unless specified in this Agreement, Manager shall not be responsible for the preparation of any form, reports, invoice or other tax returns required to be filed or prepared on behalf of FMAA in connection with the Facility by any local, state, federal or other governmental authority. Manager will cooperate with FMAA's accountants in the preparation and filing of all income and other tax returns required for FMAA or the Facility.

(e) Manager, at FMAA's direction and as FMAA's agent, shall deposit all revenue collected daily into an account and bank as directed by FMAA. All funds collected, due, and derived from the FMAA's operations shall be deemed earned and due the FMAA during the term of this Agreement

(f) Manager shall ensure all revenue is collected, including monthly permits, parking dues and any other parking revenue due to FMAA arising from the operations at FMA. Manager shall assume responsibility for any

non-collection (including free parking allowed, or reduced rates without FMAA's written approval), loss, and theft of revenue by its employee's and or its agents unless caused by equipment failure. Manager shall not be responsible for lost tickets or revenue from the operation of the rental cars procedures or unless the operations are controlled with the gates in the down position 24 hours per day 365 days per year.

(g) **Budgets.** For each fiscal year, Manager shall prepare and submit to FMAA no later than May 1 of the preceding year (in a format approved by FMAA) a proposed operating budget which sets forth estimated operating and expense items for the management and operation of the Facility, delineated by month on cash and accrual basis accounting with detailed rationale for each material amount (each, an "Operating Budget" or "Budget") and which shall include a proposed operating plan describing the levels of staffing, Facility operating hours, pro forma projections, ("Annual Operating Plan"). A copy of the Initial Annual Operating Plan is attached as Exhibit C.

If the proposed Budget is acceptable to FMAA, then FMAA shall endeavor to notify Manager within forty-five (45) days after FMAA's receipt of the proposed Budget and shall notify Manager no later than September 30th of each fiscal year. If approval of an Operating Budget is not given by FMAA on or before September 30th of each year, then the Approved Operating Budget for the immediately prior fiscal year shall be used plus a three percent increase in operating expenses as the Operating Agreement until such time as FMAA approves the proposed Operating Budget. The proposed Operating Budget when approved by FMAA shall then become the "Approved Operating Budget" for purposes of this Agreement. The Approved Operating Budget shall constitute an authorization for Manager to incur necessary charges to manage and operate the Facility; provided, however, that any such authorization to incur charges shall be limited to amounts specifically set forth in the Approved Operating Budget. Any contemplated expenditure that will result in (i) the total budget expenditures set forth in the Approved Operating Budget being exceeded by five percent (5%) or (ii) a particular budget line being exceeded by ten percent (10%) of such line item shall, in each case, require the prior written approval of FMAA in except an emergency situation . Manager shall notify FMAA in writing of the variance and FMAA shall approve or disapprove the expenditure in writing within five (5) business days after receipt of Manager's notification. Should FMAA fail to notify Manager within such five (5) business day period, then FMAA shall be deemed to have not approved such variance.

(h) **Audits, Inspections, and Refunds:**

(a) During the Record Retention Period, FMAA will have the right to cause audits to be made of Manager's records to verify Manager's statements and compliance with this Agreement. Audits and inspections will be conducted by an internal audit and/or inspection team, or an independent certified public accountant or consultant selected by

FMAA. Manager will provide the team or consultant with reasonable access to the relevant records and facilities, and the ability to photocopy records, at FMAA's expense, for audit evidence.

(b) If an audit shows Manager overcharged FMAA by two and one-half percent (32.05%) or more of the amounts due for any audited time period, Manager will pay FMAA for all reasonable costs and expenses incurred in conducting the audit, including any amounts paid to any auditor plus interest at one percent (1.0%) per month on the overpayment. Client will be responsible for the costs it incurs for all other audits and inspections conducted under this Section 10.

(c) Manager shall perform an operational audit each quarter throughout the term of this agreement. Audits and inspections can be conducted by an internal audit and/or Manager's inspection team, or by an independent consultant. Operation audit shall contain, at a minimum, a review of Standard Operating Procedures compliance, customer complaints and resolution, ticket accountability, cashier audits and general agreement compliance. Manager shall report all findings, positive or negative in a consolidated report no more than thirty (30) days following such audit. FMAA shall have forty-five (45) days to respond to findings report. If FMAA fails to respond within forty-five (45) days of receipt of report, FMAA agrees with findings and no further action is required. Manager agrees that all negative findings will be addressed within thirty (30) days, with the exception of revenue control issues, which shall be addressed within ten (10) days, and any financial loss found due to FMAA will be reimbursed within the aforementioned thirty (30) days, plus interest at one percent (1.0%) per month of any amounts due FMAA.

3.4 Employees. Manager shall employ management and operation employees to be employed "on site" and dedicated to the Facility on a part-time or full-time basis in the operation of the Facility, all subject to FMAA's approval. Manager shall obtain the prior written approval of FMAA before hiring any primary Facility manager(s) and/or assistant Facility managers(s) for the Facility, and Manager shall promptly deliver to FMAA the resumes and such other pertinent information as may be reasonably requested by FMAA with respect to such proposed facility manager and/or assistant Facility manager(s); provided, however, in the event of a vacancy of the property manager or assistant property manager, Manager shall have the right to temporarily fill the same with other qualified employees of Manager until a permanent replacement has been proposed by Manager and approved by FMAA. Manager shall promptly notify FMAA of a material change in such employees and any proposed change in the property manager for the Facility. Manager shall have in its employ at all times sufficient number of capable employees to properly, and economically manage, operate and maintain the Facility in accordance (subject to the budget) with this Agreement. All matters pertaining to the employment (including staffing levels and positions), supervision, compensation, promotion, and discharge of such employees are the responsibility of Manager, and

Manager shall indemnify and hold harmless FMAA from and against any liability resulting therefrom.

(a) Manager shall fully comply with all applicable laws and regulations having to do with worker's compensation, social security, unemployment insurance, hours of labor, wages, working conditions under Manager's control and other employer-employee related subjects, and Manager shall indemnify and hold harmless FMAA from and against any liability resulting therefrom. Manager represents that it is and will continue to be an Equal Opportunity Employer.

(b) Employees of Manager.

(1) Manager, as an independent contractor, has the authority to control and direct the operation of the Facility in accordance with the terms of this Agreement. The payments provided under this Agreement for the performance by Manager hereunder shall be payments by FMAA to Manager as an independent contractor and not as an employee.

(2) All persons employed at the expense of FMAA in connection with the management and operation of the Facility shall be employees of Manager, and not FMAA, or shall be consultants, independent contractor or contractors of Manager.

3.5 Collection of Assessments and Other Income. Manager shall use diligent efforts to collect all parking charges which may become due from services provided in connection with the use of the Facility. Manager shall identify and collect any income due FMAA for miscellaneous services provided to lessees or to the general public. All monies so collected shall be paid to FMAA. Manager shall be responsible for bad debts collection and or parking due payments. Manager shall maintain records of all parking not paid as due and follow collection procedures approved by the FMAA. All bad debt and parking due collection shall be deposited as collected each day and reported with the monthly required reporting. Manager may employ counsel and/or a collection agency to assist in the collection or enforcement of any right or remedy. Manager shall not write off any income items owed by one person or company over \$50 without the prior approval of FMAA. Manager shall prepare a report with all bad debt and parking due amounts on a monthly basis and shall include any Manager recommendations relating to any bad debt or parking due amount that they feel should be considered. Non-collection of debt and or Manager or its employees or agents not following FMAA approved S.O.P will be the responsibility of Manager and will be subject to reimbursement of the debt to the FMAA.

3.6 Maintenance, Repairs, Alterations. Manager shall initiate and supervise all repairs, decorations and alterations on or about the Facility, unless FMAA agrees, in writing, to perform those which are of a routine nature. Repairs which are not accounted for or otherwise contemplated or approved in the Budget must be first authorized in writing by the FMAA.

(a) **Operations and Maintenance:** Manager shall undertake and supervise all operational activities of the Facility, such as, but not limited to, cleaning, and any other maintenance and repair activity, unless FMAA agrees to perform in writing, to ensure operation of a quality project for FMAA; provided, however such work shall be approved in the Budget or otherwise approved by FMAA.

3.7 **Compliance with Laws.** Manager shall use reasonable efforts to cause the Facility to comply with any and all laws, ordinances, rules and regulations affecting the Facility. Manager shall promptly notify FMAA of any known violation of any federal, state or municipal or other governmental law, ordinance, rule or regulation due to the structure or condition of the Facility or the use made thereof by any occupant or employee.

3.8 **Notification of Litigation.** If Manager shall be apprised of any claim, demand, suit or other legal proceeding made or instituted against FMAA on account of any matter connected with the Facility, then Manager shall provide FMAA with all information in its possession in respect thereof, and shall assist and cooperate with FMAA in all reasonable respects in the defense of any such suit or other legal proceeding. FMAA shall reimburse Manager for all necessary and reasonable expenses incurred by Manager on FMAA's behalf (unless such litigation was attributable to the gross negligence or malfeasance of Manager).

3.9 **Manager's Expenses.** All expenses of Manager in performing its duties hereunder, including, but not limited to, wages, salaries, payroll taxes described in Section 4.1, below and reasonable expenses relating to day-to-day management activities and standard employee benefits paid by Manager to personnel involved with the management of the Facility, as set forth in the Approved Operating Budget, shall be reimbursed to Manager. Except as set forth in an Approved Operating Budget, any bonuses paid by Manager to any personnel involved with the management of the Facility shall be subject to the prior approval of FMAA. Manager shall prepare and file 1099 Forms with the Internal Revenue Service for reporting payments to contractors and subcontractors employed on the Facility and shall promptly deliver copies of such forms to FMAA after the filing thereof. Manager shall be reimbursed for all such filing and accounting costs by FMAA.

3.11 **Subcontracts / Service Contracts.** Manager shall not enter into any subcontract or service contract for its work unless such subcontract is first approved by FMAA in writing.

3.12 **Contracts with Related Parties.** Manager shall not enter into any agreement or other arrangement regarding FMAA or the Facility with any party in which Manager has a direct or indirect interest, unless such interest and such contract or arrangement shall first have been fully disclosed to and approved by FMAA in writing.

3.13 **Availability of Manager; Facility Office.** At all times during specified Facility Operating hours (as defined in the Annual Operating Plan) Manager shall be available (in person or by telephone) to, or shall cause a representative of Manager to be available (in

person or by telephone) to, tenants and other users of the Facility. Subject to availability, Manager will maintain a Facility management office in the Facility.

ARTICLE IV

INSURANCE

4.1 Manager's Insurance. Manager shall, secure and maintain with one or more insurance companies having a Best Rating of A- or higher, satisfactory to FMAA, the following insurance:

(a) worker's compensation in accordance with State law including coverage for principals of Manager, and employer's liability insurance covering all employees of Manager in accordance with state law with limits not less than One Million Dollars (\$1,000,000) per employee per accident;

(b) owned, non-owned or hired automobile liability insurance with bodily injury and property damage liability limits for each accident of not less than One Million Dollars (\$1,000,000);

(c) Commercial General Liability, Facility Liability and Facility keepers Liability: (Occurrence form) insuring bodily injury, personal injury, and property damage arising out of all operations of the named insureds and including products and completed operations; independent contractors; explosion, collapse, and underground hazards (X, C, U); contractual liability specifically covering the "Hold Harmless Agreement" provision in this Agreement set forth below; broad form property damage, including completed operations; severability of interest wording insuring claims between insureds; FMAA, Blaine County and the City of Hailey, and their authorized representatives shall be included as additional insureds and an endorsement stating that coverage for FMAA, Blaine County and the City of Hailey, and their authorized representatives under Contractor's policy is primary and noncontributing before any other insurance or self-insurance including any deductible with other insurance available to FMAA, Blaine County and the City of Hailey, and their authorized representatives. Covered Auto symbols 21 "Any Auto" and 30 "Autos Left with You For Service, Storage or Safekeeping" must be used. The limits of liability shall not be less than: \$1,000,000 Facilitykeepers specified perils, \$1,0500,000 Facilitykeepers collision including drive-away collision for not less than one mile from the premises, \$2,000,000 Facility liability each occurrence, bodily injury, personal injury, and property injury; \$2,000,000 annual aggregate for the products and completed operations hazard; and \$2,000,000 general aggregate for this location or job, if a general aggregate applies, and which policy shall not contain an exclusion for voluntary parting with a covered auto by trick, scheme or under false pretense; (d) excess liability in the minimum amount of \$5,000,000 which shall be in excess of the coverages referred to in clauses (a), (b) and (c);

(d) crime/employee dishonesty insurance covering each employee of Manager having access to or responsibility for the handling of any funds or accounts of FMAA and including "client's coverage", in an amount not less than \$~~1,500~~1,000,000.

Manager shall provide FMAA with certificates evidencing all insurance coverage required by this Section 4.2, including evidence that FMAA is listed as an additional insured party on such policies (with the exception of the workers compensation coverage), within five (5) days after the date of the mutual execution and delivery ~~hereof, each of which shall provide that FMAA shall receive thirty (30) days prior written notice of any cancellation, non-renewal or material change of the insurance coverage referred to in such certificate.~~ Manager shall provide FMAA with evidence reasonably satisfactory to FMAA that such policies have been renewed prior to the scheduled expiration date thereof, including evidence that FMAA is listed as an additional insured party on such renewal policies. FMAA will not reimburse Manager for Manager's cost of such insurance, or for any and all coverages that Manager obtains for its own account or any coverage above FMAA's requirements. Manager shall also require all contractors and subcontractors performing work on, in, or about the Facility for compensation in excess of \$25,000 in any calendar year to maintain the coverages outlined in this Section 4.2 (other than Sections 4.1(d) above).

4.2 FMAA's Insurance. FMAA, at its expense, will obtain and keep in force insurance, with such limits and deductibles and with such insurance companies as reasonably determined by FMAA, against (i) physical damage to the Facility (e.g., fire with extended coverage endorsement, boiler and machinery, etc.), and (ii) liability for loss, damage or injury to property or persons which might arise out of the occupancy, management, operation or maintenance of the Facility with a limit of not less than \$5,000,000 per occurrence. The liability insurance coverage referred to in clause (ii) above shall be comprehensive or commercial general insurance, shall name Manager as additional insured with respect to liability to third parties, and shall include broad form contractual liability coverage. FMAA shall provide Manager with certificates evidencing the coverage required by this Section 4.2.

(a) FMAA shall take no action which might bar Manager from obtaining any protection afforded by any insurance policy which Manager might be protected by or which might prejudice Manager's defense to a claim based on any loss, damage or injury.

(b) Manager shall:

(1) notify FMAA and FMAA's insurance carrier within three (3) business days after Manager receives written notice of any loss, damage or injury to persons or property in, on or at the Facility; and

(2) take no action (such as admission of liability) which might bar FMAA from obtaining any protection afforded by any policy FMAA may

hold or which might prejudice FMAA in its defense to a claim based on any such loss, damage or injury.

(c) Manager shall furnish whatever information is requested by FMAA for the purpose of establishing the placement of insurance coverages and shall aid and cooperate in every reasonable way with respect to such insurance and any loss claimed thereunder.

(d) Each party's physical damage insurance will include (if obtainable) a waiver of subrogation, and each party waives its right of recovery against the other and/or the other's insurance carrier for property loss or damage. Promptly following request, if available, each party will send to the other party a copy of the clause or endorsement containing the waiver of subrogation provision.

4.3 Hold Harmless and Indemnity. Manager agrees to use due care in the performance of this Agreement; however, Manager will not be responsible for, and FMAA agrees to defend, indemnify and hold Manager harmless for, from and against, any third party liabilities, claims, demands or legal proceedings (including the costs, expenses and reasonable attorneys' fees incurred in defending such matters) for bodily injury or property damage arising from the management and operation of the Facility, except with respect to liabilities, claims, demands or legal proceedings caused by, relating to or arising from (a) the negligent acts or willful misconduct of Manager or Manager's agents, employees, or representatives; (b) acts or omissions of Manager or Manager's agents, employees or representatives which are outside the scope or contrary to the provisions of this Agreement; or (d) workers compensation or other claims by Manager's employees relating to any employment matters. In addition, FMAA shall indemnify and hold Manager harmless for failure to pay any charges against the Facility to the extent that necessary funds for such payment are not made available to Manager by FMAA upon request therefor by Manager, provided that such charges were incurred in accordance with the Approved Budgets or approved in writing by FMAA. This indemnity provision shall survive termination or expiration of this Agreement. If any proceeding is filed for which indemnity is required hereunder, such indemnifying party agrees, upon request therefore, to defend the indemnified party in such proceeding at such indemnifying party's sole cost and expense, utilizing counsel satisfactory to the indemnified party.

4.4 Manager's Hold Harmless and Indemnity. Manager agrees to fully indemnify, save and hold harmless the City of Hailey, Blaine County, FMAA, their Board Members, officers, elected officials, agents or employees from and against all claims and actions and all expenses incidental to the investigation and defense thereof, based upon or arising out of damages or injuries to Manager or to third persons or their property, caused by the (a) the negligent acts or willful misconduct of Manager or Manager's agents, employees, or representatives; or (b) acts or omissions of Manager or Manager's agents, employees or representatives which are outside the scope or contrary to the provisions of this Agreement. This indemnity provision shall survive termination or expiration of this Agreement. If any proceeding is filed for which indemnity is required hereunder, such indemnifying party agrees, upon request therefore, to defend the

indemnified party in such proceeding at such indemnifying party's sole cost and expense, utilizing counsel satisfactory to the indemnified party.

ARTICLE V

MANAGER'S COMPENSATION

5.1 Fees and Commissions. As compensation for performance of its obligations under this Agreement, FMAA shall pay Manager base Management Fee and Incentive Management Fees, if any, as defined and set forth in Exhibit B attached hereto (the "Management Fee").

5.2 Transient Income.

(a) For the purposes of computing the Incentive Fee, "Transient Income" shall mean total collections and income received from the Facility, including, but not limited to, all daily transient and monthly income derived from the utilization or operation of the Facility.

(b) Transient Income shall exclude:

(1) Parking income due and paid directly to the FMAA through lease agreements with the tenants of the Airport.

(2) sales, excise or other taxes payable in respect of the management and/or maintenance of the Facility; limited to sales, excise, or other taxes payable for the management and/or maintenance of the Facility paid by Manager as required.

ARTICLE VI

TERM AND TERMINATION

6.1 Term. This Agreement shall commence on the Commencement Date specified in Subsection 1.2 above, and shall continue for an initial period of _____ (____) months through September 30____, 2020. FMAA at its sole discretion and approval of the FMAA Board of directors, have the exclusive right to extend this agreement for two 2 additional twelve (12) month periods; provided, that, notwithstanding anything in this Agreement to the contrary, FMAA may terminate this Agreement for any reason upon not less than ninety (90) days prior written notice to Manager.

6.2 [unused]

6.3 Manager's Right to Terminate for FMAA Default. Notwithstanding anything to the contrary set forth herein, in the event that FMAA defaults hereunder with respect to any material covenant, term or provision of this Agreement and has not commenced

the cure of such default within ~~thirty~~ forty-five (3045) days following the receipt of the written notice from Manager specifying the nature of such default and thereafter diligently pursuing such cure of such default to completion, then Manager may terminate this Agreement upon thirty (390) days written notice.

6.4 Manager's Obligations After Termination. Upon the termination of this Agreement, Manager shall:

(a) Deliver Records And Keys: Immediately deliver to FMAA or make available to FMAA for pick-up at the Facility, or such other person or persons designated by FMAA, copies of all books and records of the Facility, all funds in the possession of Manager belonging to FMAA or received by Manager pursuant to the terms of this Agreement, and all keys or combinations to locks then in Manager's possession.

(b) Assignment: Immediately, assign, transfer or convey to FMAA or to such person or persons as may be designated by FMAA all service contracts and personal property relating to or used in the operation and maintenance of the Facility, except any personal property which was paid for and is owned by Manager.

(c) Termination of Obligations; Rights to Compensation: Upon any termination pursuant to this Article VII, the respective obligations of the parties hereto shall cease as the date specified in the notice of termination provided Manager shall be entitled to receive any and all compensation which has accrued prior to the effective date of such termination and any such amount shall be payable to Manager upon satisfaction and completion of its post termination obligations hereunder.

(d) Deliver Parking Equipment: Immediately deliver to FMAA all supplies, valet equipment, parking equipment, Facility cleaning and maintenance supplies and all other property belonging to FMAA used in operations and maintenance of the Facility.

6.5 Final Accounting.

(a) Manager shall, within thirty (30) days of the date of expiration or termination of this Agreement, deliver to FMAA the following:

(i) Any balance of monies of FMAA then held by Manager.

(ii) All receipts for deposits, unpaid bills, correspondence and other documents, books and records, which are the property of FMAA in the possession of Manager.

(iii) A complete accounting of all funds and property of FMAA held or controlled by Manager.

If FMAA does not object in writing (specifying in reasonable detail the bases for such objections) delivered to Manager within sixty (60) days following FMAA's receipt of the foregoing, FMAA shall be deemed to have approved all of the foregoing and Manager shall be deemed to have fully performed all of its obligations under this Agreement and shall, subject to Section 4.3 and such other provisions which shall survive termination hereunder, be fully released by FMAA from any and all liability or obligation to FMAA under this Agreement accruing from and after the date of such termination.

ARTICLE VII

CONFIDENTIAL INFORMATION

7.1 Confidentiality. Except as required by law, relevant in any litigation or arbitration proceedings between the parties hereto, disclosed in connection with the ordinary and reasonable performance of its duties hereunder, or expressly permitted by FMAA, Manager shall not disclose any non-public information regarding FMAA or the Facility which Manager learns in connection with its rights and/or duties under this Agreement ("Privileged Information"). Manager shall immediately notify FMAA of any court order or subpoena seeking such disclosure.

Without in anyway limiting the foregoing, Manager shall not use Privileged Information obtained or learned in connection with its position or duties as Manager of the Facility for the purpose of causing unfair competition with the Facility by other projects owned or managed by Manager or its affiliates. the provisions of this Article VII shall survive the expiration or termination of this Agreement.

ARTICLE VIII

MISCELLANEUS

8.1 Notice. All notices, demands, consents, and reports provided for in this Agreement shall be in writing and shall be given to FMAA or Manager at that address set forth below or at such other address as they individually may specify thereafter in writing:

FMAA:

**FRIEDMAN MEMORIAL
AIRPORT
AUTHORITY
1616 Circle Dr.
Hailey, Idaho 83333
Attn: Airport Manager**

MANAGER:

THE CAR PARK,
L.L.C. INC

Any such notice or other communication shall be deemed received (i) immediately upon delivery in person, (ii) three (3) days after being deposited in the United States mail, registered or certified mail, return receipt requested, postage prepaid or (iii) one (1) day after delivery by recognized overnight courier service, addressed to the foregoing address. Such notices, demands, consents, and reports may also be delivered by any other method or means permitted by law and providing proof of delivery.

8.2 Assignments. Except as hereinafter provided, this Agreement and all rights hereunder shall not be assignable by Manager except for assignment to an affiliate of Manager reasonably approved by FMAA. Subject to the foregoing limitations on assignment, this Agreement shall be binding upon and shall inure to the benefit of the parties hereto and their respective successors and assigns. Whenever in this Agreement, a reference is made to any of the parties hereto, such reference shall be deemed to include a reference to the successors and assigns of such parties.

7.3 Consent and Approval. FMAA's consents or approvals may be given only by representatives of FMAA from time to time designated in writing by a duly authorized representative of FMAA.

7.4 Signs. Subject to FMAA's approval as to size, design and location, Manager may place and remove, or cause to be placed and removed, such signs upon the Facility which Manager deems appropriate including, without limitation, a sign announcing that the Facility is under Manager's management.

7.5 Pronouns. The pronouns used in this Agreement that referred to Manager shall be understood and construed to apply whether Manager be an individual, co-partnership, corporation or an individual or individuals doing business under a firm or trade name.

7.6 Amendments. Except as otherwise herein provided, any and all amendments, additions or deletions to this Agreement shall be null and void unless made by the parties in writing.

7.7 Headings. All headings herein are inserted only for convenience and ease of reference and are not to be considered in the construction or interpretation of any provision of this Agreement.

7.8 Representations. Manager represents and warrants that it has all necessary authority to enter into this Agreement and perform all obligations of Manager hereunder. FMAA represents and warrants it has all necessary authority to enter into this Agreement.

7.9 Complete Agreement. This Agreement constitutes the entire agreement and understanding between the parties with respect to the subject matter hereto and supersedes and takes the place of any and all previous management agreements for the Facility entered into between the parties hereto.

7.10 Governing Law. This Agreement shall be governed by and construed in accordance with the laws of the State of Idaho.

7.11 Attorney's Fees. In the event that a suit, action, arbitration, or other proceeding of any nature whatsoever, including without limitation any proceeding under the U.S. Bankruptcy Code, is instituted, or the services of an attorney are retained, to interpret or enforce any provision of this Agreement or with respect to any dispute relating to this Agreement, the prevailing party shall be entitled to recover from the losing party its reasonable attorneys', paralegals', accountants', and other experts' fees and all other fees, costs, and expenses actually incurred and reasonably necessary in connection therewith. In the event of suit, action, arbitration, or other proceeding, the amount thereof shall be determined by a judge or arbitrator, shall include fees and expenses incurred on any appeal or review, and shall be in addition to all other amounts provided by law.

7.12 Survival of Obligations. The provisions of this Agreement with respect to any indemnity obligation or any obligation of FMAA to pay any sum in order to perform any act required by this Agreement after the expiration or other termination of this Agreement shall survive the expiration or other termination of this Agreement.

7.13 Subordination to Financing. Upon request by FMAA, Manager shall execute such commercially reasonable form of assignment and subordination of management agreement which may, in addition to other standard provisions: (i) confirm that this Agreement is subject and subordinate to the lien of any first priority deed of trust, first priority mortgage, other first priority security instrument (including any renewal, modification, amendment, consolidation, extension or replacement of any of the foregoing) now or hereafter encumbering the Facility or any portion thereof, and (ii) allow this Agreement to be terminated upon not less than thirty (30) days' notice from such mortgagee stating that FMAA is in default under the applicable mortgage loan and that said lender has elected to terminate this Agreement.

7.14 Patriot Act Representation. Manager represents and warrants to, and covenants with FMAA that neither Manager nor any of its constituent owners, affiliates or subcontractors currently are, or shall be at any time during the Term hereof, in violation of any laws relating to terrorism or money laundering (collectively, the "Anti-Terrorism Laws"), including without limitation, Executive Order No. 13224 on Terrorist Financing, effective September 24, 2001, and relating to Blocking Property and Prohibiting Transactions With Persons Who Commit, Threaten to Commit, or Support Terrorism (the "Executive Order") and/or the Uniting and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism Act of 2001 (Public Law 107-56) (the "USA Patriot Act").

Article IX

EQUIPMENT AND IMPROVEMENTS

10.1 Manager may, with the FMAAs written approval, purchase and install other equipment or improvements which the parties agree should be installed as part of the revenue and traffic control system and operational requirement for the parking facilities. Title to equipment and improvements so purchased and installed by Manager shall vest in the FMAA upon installation. The total cost thereof (including delivery and installation cost and taxes) shall be deemed a reimbursable costs hereunder and reimbursed to Manager by the FMAA within 30 days.

10.2 FMAA may elect to, and Manager shall allow, enter into a mutually agreed amortization program as attached in Exhibit D. If the parties enter into an amortization program for equipment and or improvements, monthly amortization costs shall be a reimbursable expense. FMAA shall reserve the right to purchase the remaining unamortized portion of any equipment and or improvements with 30 day written notice to Manager without penalty or additional costs.

10.3 FMAA may elect to move to an automated revenue collection system. To include remote monitoring, reduced cashier staffing, If FMAA elects automated operations, Manager will develop a implementation and staffing plan to be approved by FMAA. Manager agrees in such automation case and remote monitoring that Manager will determined and agreed upon in advance and subject to the annual budget process. ~~not charge FMAA for remote monitoring any more than is then currently charged to Manager's similar public entity clients for such services. FMAA shall have the right to verify such charges and expenses.~~

10.4 FMAA shall reserve the right to ask Manager to design and implement, with FMAAs final approval, an online presence and or payment system for FMAA parking, such costs, initial implementation and any ongoing update and maintenance costs, to be approved by FMAA in advance, will be considered a reimbursable operating expense.

[Signature Page Follows]

IN WITNESS WHEREOF, the parties hereto have executed
this Agreement on the date first above written.

MANAGER:

**FRIEDMAN MEMORIAL
AIRPORT
AUTHORITY:**

BY:

BY:

EXHIBIT A

FRIEDMAN MEMORIAL AIRPORT

LEGAL DESCRIPTION

DRAFT

EXHIBIT B

SCHEDULE OF FEES

BASE MANAGEMENT FEE:

Commencement Date (estimated to be _____, 2017 through _____, 2020)

2017/18	\$33,000	Annually, (based on aid in twelve 12 equal monthly installments, <i>pro rated</i> based on commencement date)
2018/19	\$33,996	Annually
2019/20	\$35,016	Annually

- In addition to the Base Management Fee, Manager shall also be reimbursed for its Direct Personnel as defined below and reimbursable expenses outlined on page C-15 of Exhibit C , the Initial Annual Operating Plan.

Incentive Management Fee:

2017/18
2018/19
2019/20

Direct Personnel:

Manager shall be due, in addition to the Base Management Fees defined above, reimbursement for costs incurred to employ direct personnel ("Direct Personnel"). Direct Personnel shall be defined as persons responsible in the day-to-day onsite management and oversight of the facility. FMAA shall only be charged the percentage of time the Direct Personnel actually spend on management of the facility. In no event shall Direct Personnel costs include compensation for any position above the Onsite Manager without expressed written approval of FMAA. All Direct Personnel costs shall be identified and approved as part of the Annual Operating Plan.

EXHIBIT C

INITIAL ANNUAL OPERATING PLAN

(The following pages contemplate the Initial Annual Operating Plan and Budget.)

DRAFT

EXHIBIT D

STANDARD OPERATING PROCEDURES MANUAL

(To be approved by FMAA & attached to agreement no later than 30 days
following agreement commencement)

DRAFT

EXHIBIT E
EQUIPMENT AND IMPROVEMENTS AMORTIZATION AGREEMENT
(Manager to provide for review and approval should FMAA elect amortization option)

**AMENDMENT TO FRIEDMAN MEMORIAL
AIRPORT AUTHORITY REGULATION NO. 94-1**

A REGULATION OF THE FRIEDMAN MEMORIAL AIRPORT AUTHORITY GOVERNING AND REGULATING GROUND TRANSPORTATION AND BAGGAGE TRANSPORT SERVICES AT FRIEDMAN MEMORIAL AIRPORT, HAILEY, IDAHO; PROHIBITING THE COMMISSION OF CERTAIN ACTS; PROVIDING PENALTIES FOR THE VIOLATION OF THIS REGULATION; AND PROVIDING FOR THE EFFECTIVE DATE OF THIS REGULATION UPON PASSAGE, APPROVAL AND PUBLICATION.

WHEREAS, the Friedman Memorial Airport has limited parking areas designated for use by ground transportation service providers (GTSP) and that those parking areas must be effectively managed due to their size limitations and in order to treat all GTSP equitably; the Friedman Memorial Airport Authority (FMAA) determines and finds that orderly, safe and non-discriminatory use of the Airport parking areas and service to the public will be enhanced by the adoption of the provisions contained in this Regulation;

NOW THEREFORE, BE IT ORDAINED BY THE FRIEDMAN MEMORIAL AIRPORT AUTHORITY AS FOLLOWS:

DEFINITIONS.

“Ground Transportation Service Provider” or “GTSP” shall mean the operation of one or more vehicles, including, but not limited to taxis, buses, vans, limousines, engaged in the business of transporting passengers for hire along or upon surface roads wherein one or more passengers is either picked up from or delivered to Airport Property. Notwithstanding the foregoing, GTSP shall not be deemed to include A “Transportation Network Company” or “TNC” as defined in Idaho Code § 49-3703.

“Class 1 GTSP” shall mean a GTSP whose principal business is the transportation of passengers for hire on a commercial basis, either as a common carrier or under private contract, agreement, charter or undertaking. Examples of Class 1 GTSPs include taxis and limousine companies.

“Class 2 GTSP” shall mean a GTSP whose transportation of passengers to and from the Airport is incidental and subordinate to an existing principal business and private, not-for-hire, event shuttles. Examples of Class 2 GTSPs include hotel courtesy shuttles and shuttles operated by Off Airport Rental Car Operators licensed by the City of Hailey.

“Interstate Licensed GTSPs” shall mean a GTSP licensed and registered in a state other than Idaho. Examples of Interstate Licensed GTSPs include Shuttles or Tour Buses based out Utah or Wyoming.

“Non-GTSP Provider” shall mean TNC vehicle and Private Event Shuttles or vans with prearranged drop offs or pick-ups. A Non-GTSP Provider may not solicit passengers on Airport Property under any circumstances.

SECTION 1. LAWS, ORDINANCES, ETC. All GTSPs shall comply with all existing federal, state, City of Hailey and FMAA regulations, ordinances and licensing requirements.

SECTION 2. PERMITS AND FEES.

A. Class 1 GTSPs:

- a. Must hold a current, valid Service Business License with the City of Hailey for Auto Transportation Service; prior to applying for a Friedman Memorial Airport Ground Transportation Service Provider Permit.
- b. Must hold a current, valid Class 1 Friedman Memorial Airport Ground Transportation Service Provider Permit ("Class 1 GTSP Permit"). Class 1 GTSP Permits shall be re-issued on an annual basis. The permit year shall be from January 1 through December 31. Processing of completed permit applications may take up to two weeks.
- c. Class 1 GTSPs must meet the reasonable needs of the traveling public. Any provider who suspends service for more than 60 days may be subject to revocation of operating privileges.
- d. Class 1 GTSPs are subject to fees as adopted and/or amended from time to time by the FMAA. Failure to pay fees shall result in the immediate revocation of the GTSP's permit. All annual licensing, processing, security and other applicable fees shall be paid at the time of permit issuance and shall not be pro-rated and are non-refundable.

B. Class 2 GTSPs:

- a. Must hold a current, valid Class 2 Friedman Memorial Airport Ground Transportation Service Provider Permit ("Class 2 GTSP Permit"). Class 2 GTSP Permits are issued under an abbreviated application process.
- b. Class 2 GTSPs are subject to fees as adopted and/or amended from time to time by the FMAA. Failure to pay fees shall result in the immediate revocation of the GTSP's permit. All annual licensing, processing, security and other applicable fees shall be paid at the time of permit issuance and shall not be pro-rated and are non-refundable.

C. Interstate Licensed GTSPs

- a. Must hold current valid licenses issued by the state in which the vehicle is registered;

D. Non-GTSP Providers:

- a. In order for Non-STSP Providers to access and utilize designated and drop-off/pick-up areas at the Airport, a Non-GTSP Provider must obtain an Airport Verification Sticker from the Airport and have said sticker displayed on the Non-GTSP Provider vehicle.
- b. Airport Verification Stickers shall be issued by the Airport upon a showing by the Non-GTSP Provider it complies with all requirements of the Idaho Transportation Network Company Services Act (Idaho Code §§ 49-3701 et seq.) or qualifies as a Private Event Shuttle.

SECTION 3. INSURANCE.

- A. **All GTSPs (both Class 1 and Class 2)** shall, at their own expense, procure and keep in force at all times during the term of the permit issued under this Regulation, insurance written by an insurer satisfactory to the Airport Manager, insuring the GTSP, the City of Hailey, Blaine County and the FMAA against all costs, liability and expense on account of Injury or death of a person or persons or damage to or destruction of property caused by or connected with the GTSP's operation of a ground transportation service at the Airport in an amount of not less than one million dollars (\$1,000,000) per occurrence. GTSP Policies must provide that all drivers utilizing the GTSP vehicles are covered under the Policy.

The comprehensive general public liability and property damage and vehicle insurance required under this section shall name the City of Hailey, Blaine County, FMAA, their agents and employees as parties insured and the Airport Manager shall be furnished with a certificate to the effect that such insurance shall not be changed or canceled without thirty days' prior written notice to the Airport Manager. The vehicle insurance policy shall list all vehicles by description (make, model, color, year), license plate and vehicle identification number.

- B. **Interstate Licensed GTSPs** must maintain insurance as required by the state in which their vehicle is registered.
- C. **Non-GTSP Providers** must maintain insurance as required by Idaho State Law.

SECTION 4. SECURITY THREAT ASSESSMENT/AIRPORT ACCESS.

- A. **All GTSPs (both Class 1 and Class 2):** Every driver shall make application to the Airport Security Coordinator to complete an Airport Security Threat Assessment (STA) and complete an Airport Identification badging process. No driver shall be allowed to operate without a completed STA and

badging process. Drivers are required to wear their Airport Identification badge on the exterior of their clothing and in an outward facing position at all times while at the Airport. If requested, driver shall display their badge for closer viewing. Airport Identification badge processing time could take up to two weeks.

GTSP's drivers shall enter and exit the Airport Terminal parking with the use of the Airport Identification badge issued to the driver. If requested, the GTSP shall stop and allow attendants at the parking booth to view GTSP driver's Airport Identification badge. Any driver utilizing a badge not issued to them specifically or providing their Airport Identification badge to anyone else for use shall be immediately suspended.

- B. **Interstate Licensed GTSPs** shall make arrangements at least 24 hours in advance with Airport Management prior to loading or unloading passengers at Friedman Memorial Airport. Said providers shall enter and exit the Airport by the same means as the general public and shall be responsible for the payment of all parking fees.
- C. **Non-GTSP Providers** shall enter and exit the Airport by the same means as the general public and shall be responsible for the payment of all parking fees.

SECTION 5. REGULATIONS APPLICABLE TO CLASS 1 GTSPs:

- A. **DISPLAY OF AUTO TRANSPORTATION LICENSE.** All Class 1 GTSP's shall display their City of Hailey issued Auto Transportation service driver's license in the vehicle in a location that is visible from all areas of the vehicle.
- B. **SCHEDULE OF FARES.** Class 1 GTSPs shall display their City of Hailey approved schedule of fares in a location that is visible from all areas of the vehicle and in print size large enough to be read from all areas of the vehicle. Fares and baggage fees shall be prepared and presented in a professionally printed manner and must be easily interpreted by passengers who are unfamiliar with the areas serviced. Any surcharges shall be calculated and reflected clearly in the base rates.
- C. **SOLICITATION.** All customers have the right to choose the GTSP they hire. No preference to position in the staging area shall be assumed. No GTSP shall be allowed to solicit customers. Solicitation shall be deemed to include, but is not limited to, loud verbal communications to attract prospective clients or the display or waving of signs or signaling. Customers shall have the right to

approach any GTSP and inquire as to rates and fares from any provider without unsolicited negotiation by another GTSP. No physical approach to the prospective customer or customer's luggage shall be made until the customer has hired the GTSP.

D. VEHICLES. All vehicles must be owned by and registered to the GTSP. Any vehicle in the GTSP's fleet that operates at the Airport shall require a vehicle operating permit. Each permit shall be assigned to the vehicle's license plate and vehicle identification number and are not transferable. All permits displayed on the vehicles must be current and any expired permits must be removed within ten days of expiration/termination.

All GTSP vehicles shall be clearly identified as such by prominent marking that clearly identifies the GTSP by their permitted name and phone number on both sides and back of the vehicle at eye level. All lettering required to be affixed to the exterior of the vehicle shall be at two inches (2") in height and shall be of a color that is in clear contrast to the dominant color of the color scheme.

Vehicles shall be in good operating order and free of mechanical defects; said vehicles shall be kept clean, neat, attractive inside and out and shall be smoke free. Vehicles shall be inspected and approved for safety by an automobile mechanic approved by the Airport Manager. Proof of such inspection shall be submitted with annual GTSP application and by June 1st of the permit year.

Minimum vehicle condition requirements are as follows:

A. Mechanical:

1. Tires - Tires must not have cuts, breaks, or show excessive uneven wear. Tire wear bars must not be showing. Tire tread depth shall not be less than two/thirty-seconds (2/32) of an inch of an original tire. The vehicle must have a spare tire, fully inflated, and in the same condition as required above. Tires must all be of the same type (either radial or bias).
2. Body Condition - The body must be in good condition, free of holes, dents or torn metal. Both a front and rear bumper must be firmly attached. No extensive unrepaired body damage shall be allowed. Vehicle shall be completely and properly painted. No rust shall be visible. All replacement parts shall match existing and be color matched to existing paint.

3. Lights - Headlights shall be intact and operable on both high and low beam. Tail lights, parking lights, brake lights, top light, and signal lights shall be intact and operable. An interior lights capable of illuminating the interior shall be operable.
4. Wipers - Both windshield wipers shall be in good condition, and operable.
5. Brakes - Both the parking brake and all four wheel brakes must be in good condition and operable. Brake shoes or pads must have a safe amount of wear left. Break pedal travel shall be no more than two and one half (2 1/2) inches.
6. Steering - There shall not be more than three inches of free play when turning the steering wheel from one side to the other.
7. Exhaust System - Mufflers shall not have any holes, and shall be firmly attached to the exhaust and tail pipes. Exhaust pipes shall be firmly attached to the engine, and free of leaks. Tail pipes shall extend beyond the passenger compartment, fully to the rear of the vehicle. All emission control devices shall be attached and in proper working order.
8. Windows - The windshield shall be free of cracks or chips that interfere with the driver's vision and shall not extend more than ¼ the window width. Door windows shall be free of cracks and operable as they were intended by the manufacturer.
9. Door Handles - All door handles and latches shall be operable from both the inside and outside of the vehicle.
10. Seat Belts - The vehicle shall be equipped with sufficient seat belts to provide safety to each passenger, and be in accordance with Idaho law.
11. Suspension - The suspension system shall be maintained so that there are no broken or weak springs, or weak or defective shock absorbers.

B. Appearance

1. Engine Compartment - The engine compartment shall be kept reasonably clean and free of uncontained combustible material.
2. Exterior - The exterior shall be kept clean and well maintained. No vehicle shall have unauthorized signs, markings or stickers affixed thereto.

3. Interior - The interior shall be kept clean and free of litter. The seats, headliner, upholstery and carpet shall be kept clean and free of dirt, stains, holes and tears. Replacement materials shall match the existing color scheme.

4. Vehicles shall be free of noxious, unhealthy or unpleasant odors, fumes, stench, and smells including, but not limited to, urine, feces, smoke, fuel and vomit.

E.

SECTION 6. REGULATIONS APPLICABLE TO CLASS 1 and CLASS 2 GTSPs:

A. DRIVER/EMPLOYEE CONDUCT/CUSTOMER SERVICE. GTSP shall maintain a high standard of service to the public and project an acceptable level of professionalism and competency. The performance of such obligations shall be determined by the Airport Manager or his designated representative(s). While in the staging area, all GTSP drivers shall remain within five feet of their vehicles until they have been approached and hired for service. Once hired, driver may accompany and assist a passenger with their luggage from the curb/sidewalk area. Drivers are not allowed in the Airport Terminal except as allowed in **Section 6.C and 7**, without explicit permission from the Airport Manager.

No GTSP shall sleep in his vehicle or permit any other person to sleep therein while vehicle is staged at the Airport. No driver shall smoke or use tobacco products or any other product that has the appearance of a cigarette, pipe or equivalent while in the staging areas.

B. DRIVER DRESS CODE/APPEARANCE. GTSPs are required to present a professional appearance.

Drivers shall be hygienically clean and well groomed. Hair, beards and mustaches shall be kept clean and neatly trimmed. Drivers shall wear uniforms that are style consistent, company identifying (print screen or embroidery only, no patches), weather appropriate, sized properly for their function and, at a minimum, shall include:

1. Collared shirt or blouse, either short or long sleeve
2. Dark colored casual dress, denim pants or casual dress knee-length shorts
3. Dark colored closed toe shoes (socks required) or sandals
4. Hats, jackets, insulated coats, vests or other similar type outerwear
5. Nametag

Uniforms shall be "like new", clean and wrinkle free. Uniforms that are torn, dirty, faded or frayed

are not acceptable. Vests or similar outerwear shall not eliminate the requirement to provide company identifying winter appropriate attire. Any GTSP deviation to the above specified dress code must have prior approval by the Airport Manager.

GTSP shall not employ drivers who use improper language or act in a loud, boisterous or otherwise improper manner. GTSP shall re-assign any employee whose conduct is disruptive or detrimental to the best interests of the Airport upon notification by the Airport Manager or his representative.

- C. **RESERVATIONS.** Any Class 1 GTSP driver holding a with a bone fide reservation, and any Class 2 GTSP may enter the passenger terminal, and stand only in the area designated for GTSP reservations and shall display a sign with only the name of their company and the name of their reservation customer. GTSPs shall not wave their sign or solicit their customer in any other manner. GTSP shall not roam, stand or sit in any area of the Airport other the designated reservation area. GTSPs shall not interfere with another GTSP's reservation. A GTSP with a reservation shall only pick up their named reservation while in the passenger terminal and shall not solicit any other fares. Once the reservation arrives, the GTSP may assist their reservation with luggage. Staging of vehicles shall be subject to Section 6.D Staging.
- D. **STAGING.** While awaiting arriving passengers at the air passenger terminal, all GTSP vehicles shall park in the stalls designated by signage as reserved for this function. All vehicles shall park in these stalls "head first", rather than "backing in". All vehicles shall be parked fully in the stall so as not to impede visibility of potential customers and other GTSPs. The stalls are designed so that drivers can pull straight out of the stalls to depart the Airport.

When a space in the designated ground transportation parking area is vacated, remaining GTSP drivers shall not back out of their present space to relocate to a new space. If a driver wants to reposition, he/she shall drive forward and follow the parking lot configuration, cycle around and re-enter the ground transportation parking area. If there are GTSPs in the south staging areas as described below, the driver must comply with the first come, first served entry requirements.

In the event that all available GTSP parking stalls are occupied or if there are more than two vehicles from one GTSP, excess vehicles shall proceed to the extreme south portion of the parking lot and line up on the far southeast end of the parking lot until spaces become available in the appropriate

parking area. Vehicles staged on the southeast portion of the parking lot shall proceed in a first come, first served basis.

GTSPs with reservations that intend to leave their vehicle unattended while they are meeting customers in the terminal reservations area shall park their vehicle in parking stalls that have been reserved for this function. Once the customer with a reservation has been loaded, GTSP shall immediately exit the staging areas.

GTSPs using buses shall make arrangements at least 24 hours in advance with Airport Management prior to loading or unloading passengers at Friedman Memorial Airport.

Staging operations at Atlantic Aviation shall be coordinated with and at the discretion of Atlantic Aviation.

- E. **UNLOADING PASSENGERS.** GTSP, except those using buses, may utilize curbside areas for the purpose of unloading passengers and/or luggage except in areas that are marked for fire, shuttle or non-loading areas. Once unloaded, the GTSP must exit this area immediately. Vehicles parked in this area shall not be left unattended. GTSPs are prohibited from accompanying passengers and/or their luggage beyond the unloading/curbside area. GTSPs shall not solicit fares while unloading.
- F. **LUGGAGE TRANSPORT.** GTSP shall either receive baggage in the staging area directly from air carrier personnel, on the far southeast portion of the parking lot adjacent to the waste receptacles along the fenced/shielded area. GTSP shall not block the waste receptacles. GTSP can only conduct baggage transport operations between flights. If GTSP enters the passenger terminal between flights, GTSP shall be subject to Section 7 Use of Services/Facilities requirements.

GTSP shall only handle luggage when under the direct supervision of air carrier personnel and shall not enter the airline counter areas.

SECTION 7. USE OF AIRPORT SERVICES/FACILITIES. GTSP's shall not be allowed to use the facilities and services within the passenger terminal during the time that commercial flights or aircarrier contracted bussing companies are unloading baggage and not until all baggage has been cleared from the baggage claim area. While in the terminal, the GTSP shall not engage in solicitation of fares. As the GTSP is not available for hire during this time, GTSP shall not park their vehicle in the staging area and shall relocate their vehicle to the fenced area south

of the terminal adjacent to the waste receptacles. Upon returning to the vehicle, the driver shall be subject to 6.D Staging requirements.

SECTION 8. VIOLATION. The Airport Manager shall have the authority, at his sole discretion, to temporarily suspend a GTSP's operating privileges for up to ten (10) days and/or impose a penalty of up to \$50.00 per day the violation continues if he determines that a GTSP has violated this Regulation in a manner which may subject the traveling public to danger or which may have a negative effect on Airport Operations. Any suspension or penalty imposed by the Manager shall be subject to the right of appeal by the GTSP to the FMAA board at its next regularly scheduled meeting. Continuing violations of this Regulation may result in the loss of prepaid permit fees and revocation or suspension of all operating privileges at Friedman Memorial Airport.

In addition, any violation of this Regulation may result in a conviction of a misdemeanor under City of Hailey Ordinances.

This Amended Regulation shall be in full force and effect from and after its passage, approval and publication.

PASSED AND ADOPTED BY THE FRIEDMAN MEMORIAL AIRPORT AUTHORITY this ____ day
of _____, 2017.

Don Keim, Chairman