

**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, February 12, 2019 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
February 12, 2019**

- I. APPROVE AGENDA – ACTION ITEM**
- II. OATH OF OFFICE**
 - A. Dick Fosbury – Blaine County Commissioner
- III. PUBLIC COMMENT (10 Minutes Allotted)**
- IV. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. December 13, 2018 Special Meeting – Motion to Approve – **Attachment #1 ACTION ITEM**
 - B. January 8, 2019 Regular Meeting – Motion to Approve – **Attachment #2 ACTION ITEM**
- V. REPORTS**
 - A. Chairman Report
 - B. Blaine County Report
 - C. City of Hailey Report
 - D. Fly Sun Valley Alliance Report
 - E. Airport Manager Report
- VI. AIRPORT STAFF BRIEF (5 Minutes Allotted)**
 - A. Noise Complaints
 - B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – **Attachment #3 - #5**
 - C. Airport Commercial Flight Interruptions (unofficial)
 - D. Review Correspondence
- VII. ACTION ITEMS (a vote may occur but is not required to be taken)**
 - A. NEW BUSINESS
 - 1. Parking Lot Landscaping Bids – Recommendation of Award **ACTION ITEM**
 - 2. Independent Board Member Selection Process – Consideration of Special Meeting Date for Interviews **ACTION ITEM**
 - B. CONTINUING BUSINESS
 - 1. None
- VIII. DISCUSSION AND UPDATES**
 - A. NEW BUSINESS
 - 1. Discussion of FMAA Board Officer Appointments
 - B. CONTINUING BUSINESS
 - 1. Construction and Capital Projects
 - i. Terminal Improvements
 - 2. Airport Planning Projects
 - i. Environmental Assessment for Runway Protection Zone and Obstruction Removal
 - ii. Instrument Approach Development
 - 3. Miscellaneous
 - i. None
- IX. PUBLIC COMMENT**
- X. 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
- XI. ADJOURNMENT**

II. Oath of Office

A. Dick Fosbury – Blaine County Commissioner

III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:

A. December 13, Special Meeting – Motion to Approve - **Attachment #1**

B. January 8, 2019 Regular Meeting – Motion to Approve – **Attachment #2**

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. Fly Sun Valley Alliance Report

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

E. Airport Manager Report

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

V. AIRPORT STAFF BRIEF - (5 Minutes Allotted)

A. Noise Complaints in December 2018

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT	ACTION/RESPONSE
Bellevue	1/9/2019	3:00 a.m.	Prop	The airport Manager received a call from a Bellevue resident that complained of a loud airplane that took off at 3:00 a.m.	The Airport Manager advised the caller that it was a St.Lukes Life Guard transporting a patient to Boise.
Hailey	1/29/2019	3:20 p.m.	Departing Jet	Caller Advised that a jet sat on the tarmac idling for a long time.	Caller stated that a return call was not necessary.

B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data - **Attachments #3- #5**

Attachment #3 is Friedman Memorial Airport Profit & Loss Budget vs. Actual (unaudited)

Attachment #4 is 2001 - 2018 ATCT Traffic Operations data comparison by month

Attachment #5 is 2018 Enplanement, Deplanement and Seat Occupancy data

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

November 2018

Total Non-Federal Revenue	November, 2018	\$160,916.00
Total Non-Federal Revenue	November, 2017	\$124,853.56
Total Non-Federal Revenue	FY '19 thru November	\$564,154.33
Total Non-Federal Revenue	FY '18 thru November	\$457,152.36
Total Non-Federal Expenses	November, 2018	\$294,253.01
Total Non-Federal Expenses	November, 2017	\$230,671.63
Total Non-Federal Expenses	FY '19 thru November	\$594,969.73
Total Non-Federal Expenses	FY '18 thru November	\$519,593.53
Net Income to include Federal Programs	FY '19 thru November	\$669.66
Net Income to include Federal Programs	FY '18 thru November	-\$26,457.00

C. Airport Commercial Flight Interruptions (unofficial):

AIRLINE	FLIGHT CANCELLATIONS	FLIGHT DIVERSIONS
	January 1, 2019 through January 31, 2019	
Alaska Airlines	None	None
Delta	None	18
United	6	19

D. Review Correspondence

See **Attachment #6**.

VI. ACTION ITEMS (a vote may occur but is not required to be taken)

A. NEW BUSINESS

1. Parking Lot Landscaping Bids – Recommendation of Award - ACTION ITEM

The last remaining sizable element of last year's parking lot project is the landscaping. This phase was delayed until this spring due to late completion date of the work last fall. The landscaping project plans and bidding documents were sent out to bid on January 21, 2019. The project will provide and install irrigation, ground cover, ornamental grasses, shrubs, and trees to the airport's new entrance road, exit road, and the area in front of the new structural retaining wall. That work is expected to take place this spring or early summer.

Three (3) local companies were encouraged by T-O Engineers by phone and email to bid the project. Those companies included: All Seasons Landscaping, Big Wood Landscape, and Webb Landscape. All three companies initially expressed interest in bidding the job.

Bids were opened by T-O Engineers at 4:00pm on February 5, 2019. The results of the bid opening will be discussed at this meeting. A recommendation of award is expected to be requested for the low bidder provided all of the bidder's documents are in order. This project is not being funded by the FAA, so 100% of the costs will be funded locally out of the FMAA budget. The cost of this phase was accounted for in the original project budget.

2. Independent Board Member Selection Process – Consideration of Special Meeting Date for Interviews - ACTION ITEM

Based on submittals, five applicants for the open Independent Board Member position have been selected by the Board Chairman and Vice Chairman for interviews. The Board Chairman would like the Board to discuss and set a date for a special meeting to conduct interviews.

B. CONTINUING BUSINESS

1. None

VII. DISCUSSION AND UPDATES

A. NEW BUSINESS

1. Discussion of FMAA Officer Appointments

As discussed at the January meeting, election of Board Officers is due at the March meeting. The Board Chairman would like the Board to discuss officer positions and potential candidates in advance of the elections at the March meeting.

B. CONTINUING BUSINESS

1. Construction and Capital Projects

i. **Terminal Improvements**

Staff has still not received word from FAA regarding our application for Supplemental Discretionary funds for terminal improvements, including an expanded security checkpoint and secure holdroom. The latest update received was that the FAA HQ office was reviewing requests with a goal of coordinating and finalizing a successful candidates list in March. Staff will keep the Board advised on any new information.

2. **Airport Planning Projects**

i. **Environmental Assessment for Runway Protection Zone and Obstruction Removal**

The Environmental Assessment (EA) process continues to move forward. FAA review comments (ADO and Regional) were received back on January 25. Comments were reviewed by Staff and our consultant and addressed the week of January 28. The revised draft was returned to the FAA on February 4.

Staff is hopeful the FAA will approve release of the revised document for the 30-day public comment period. Near the end of the comment period, a public hearing will be held before the EA process is completed.

ii. **Instrument Approach Development**

Flight Tech Engineering continues to work on the feasibility study to analyze approach improvement options for the E-175 regional jet. Preliminary results should be available by the end of February. Staff will share preliminary results with the Board at the March meeting if available.

VIII. **PUBLIC COMMENT**

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

X. **ADJOURNMENT**

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

ATTACHMENT 1

**December 13, 2018
4:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chairman – Don Keirn; Vice-Chairman – Jacob Greenberg, Treasurer – Ron Fairfax, Board - Fritz Haemmerle, Pat Cooley, Secretary - Lawrence Schoen, Angenie McCleary
FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Chris Pomeroy, Administrative Assistant – Cecilia Vega; Airport Coordinator – Tessa Baker, Sue Heaphy
CONSULTANTS: T-O Engineers – JD Heithoff
AIRPORT TENANTS/PUBLIC: **AIRPORT LEGAL COUNSEL:** Lawson Laski Clark & Pogue, PLLC – Jim Laski; President, Kodiak America – Brian Tibbets

CALL TO ORDER:

The meeting was called to order at 4:30 p.m.

I. APPROVE AGENDA

The agenda was approved as presented.

II. PUBLIC COMMENT

No public comment was made.

III. ACTION

- A. Review of Decision for Award of AIP Project 3-16-0016-045 to Procure Airport Runway Broom to Oshkosh Airport Products, LLC made by the FMAA Board on December 4, 2018 in light of a Protest received from Kodiak America, LLC. Following review, the Board shall determine whether to affirm the prior award, modify the award, or choose to re-bid.**

Airport Attorney Laski briefed the Board on the bid protest received from Kodiak America, LLC. (Kodiak). Kodiak stated they believe Oshkosh Airport Products, LLC (Oshkosh) is not compliant with the bid requirements. After extensive review of the bid package submitted, Airport Attorney Laski determined that Oshkosh Airport Products, LLC., was responsive.

Brian Tibbets, President of Kodiak, stated that the airport's bid documents required two copies of the bid. He acknowledged that Kodiak's office staff inadvertently included a hand-written bid document that included a bid amount of \$535,000. He further explained their final bid was submitted in the amount of \$530,000, which included a \$5,000 reduction for shipping fees. He stated both bids submitted by Kodiak were below the amount submitted by Oshkosh.

Airport Attorney Laski commented that the basis of the bid acceptance was not based on whether Kodiak was disqualified but on the basis of the protest, which is determining whether Oshkosh conformed with the bid documents.

After a brief discussion the Board agreed to re-affirm the prior bid award to Oshkosh Airport Products, LLC.

MOTION:

***Made by Board Member Schoen to affirm the prior bid award due to the FMAA's finding that the protest is without merit based on the evidence provided.
Seconded by Vice-Chairman Greenberg.***

PASSED UNANIMOUSLY

IV. ADJOURNMENT

Don Keirn, Chairman

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

ATTACHMENT 2

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

January 8, 2019
5:30 P.M.

IN ATTENDANCE:

BOARD MEMBERS: Chairman – Don Keirn, Vice-Chairman – Jacob Greenberg, Secretary - Lawrence Schoen, Board - Fritz Haemmerle, Angenie McCleary, Pat Cooley
FRIEDMAN MEMORIAL AIRPORT AUTHORITY TREASURER: Ron Fairfax
FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Chris Pomeroy, Contracts/Finance Administrator – Lisa Emerick, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Airport Operations Manager – Todd Emerick; Administrative Assistant – Cecilia Vega, Airport Coordinator – Tessa Baker, Sue Heaphy
CONSULTANTS: T-O Engineers – Dave Mitchel; Centerlyne – Sarah Shepard, Candace Crew; Harris & Co. – Josh Tyree, CPA; Rexroat, Harberd – Laurie Harberd, CPA
AIRPORT TENANTS/PUBLIC: Fly Sun Valley Alliance – Carol Waller; Blaine County – Dick Fosbury; Atlantic Aviation – Brian Blackburn; Hertz – Dakotah Dayton
AIRPORT LEGAL COUNSEL: Lawson Laski Clark & Pogue, PLLC – Jim Laski
PRESS: Idaho Mountain Express – Alejandra Buitrago

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. December 4, 2018 Regular Meeting Minutes

MOTION:

*Made by Board Member McCleary to approve the
December 4, 2018 Regular Meeting Minutes.
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. Fly Sun Valley Alliance Report (see Power Point Presentation)

Fly Sun Valley Alliance (FSVA) representative, Carol Waller, briefed the Board on the FSVA progress on finalizing the summer schedule as well as working with the airlines and the airport to complete a five-year strategic plan for air service.

Vice-Chairman Greenberg commented that enplanements and operations are at 50% of what they were in the year 2001 and asked what impact that has on the Minimum Revenue Guarantees (MRG's).

FMAA Treasurer Fairfax asked if there was a load factor percentage that would eliminate the need for MRG's.

FSVA Representative Waller responded that there were more seats due to larger aircraft and MRG calculations are a complicated equation due to the factors such as ticket cost, ancillary revenue, and baggage fees that are considered in the equation and are not likely to be eliminated.

E. Airport Manager Report (see Power Point Presentation)

Airport Manager Pomeroy briefed the Board on the following:

- The government shut down has not created a negative impact on the airport. Transportation and Security Administration (TSA) and Air Traffic Controllers are considered essential personnel and it is anticipated that they will continue to report to work.
- The Airport experienced a successful holiday season with few delays and diversions.
- At the request of passengers, TSA will be implementing a pilot program for Pre-Check eligible passengers and will offer set times for screening.
- The Airport Manager has been coordinating with Mayor Haemmerle and the City of Hailey staff on the design and installation of an entrance sign for the Airport
- Airport Manager Pomeroy will be attending the US Contract Tower Association (USCTA) Policy Board Meeting in Nashville, Tennessee on February 6 – 8, 2019.
- The Airport Manager and Mr. Bill Payne, William E. Payne & Associates, Inc. are drafting a letter for the US Department of Transportation (USDOT) Secretary and Federal Aviation Administration (FAA) Administrator, regarding the Remote Pilot Tower Program and will be traveling to DC in January or February to present the letter.
- The Airport Manager recognized Airport Operations member Jamie Hoover, for his generosity and foresight to assist a passenger in need during the holiday.
- Airport Manager Pomeroy recognized and praised Board Member Schoen on his service to the Airport Authority and wished him well on his future endeavors.
- At the February meeting the Board should anticipate a review and discussion of the RPZ Environmental Assessment draft.

Board Member McCleary commented that additional signage may also be needed at the airport exit.

Airport Manager Pomeroy responded that airport wayfinding was still a work in progress.

Board Member Schoen thanked Mayor Haemmerle for his involvement with the recent sign installation and dedication ceremony for the "Welcome to Hailey" sign erected at airport exit.

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)**

FMAA Treasurer Fairfax asked if the Airport had a projected cost of the diversions and the impact on PFC revenue and landing fees.

Airport Manager Pomeroy responded that such an analysis has not been completed; however, he would prepare an estimate.

VI. ACTION ITEMS

A. NEW BUSINESS (See Brief & Power Point)

1. Consideration of Change of Meeting Date – February 2019

Airport Manager Pomeroy briefed the Board on Board Member McCleary's request to reschedule the February meeting date to accommodate the Blaine County Commissioner's attendance of the Idaho Association of Counties Conference.

MOTION:

Made by Board Member Haemmerle to change the regularly scheduled Board meeting from February 5, 2019 to February 12, 2019. Seconded by Vice-Chairman Greenberg.

PASSED UNANIMOUSLY

2. Annual Audit of Acceptance of FMAA Financial Statements & Other Financial Information Year Ended September 30, 2018.

Laurie Harberd, Rexroat, Harberd & Associates CPA, presented the FMAA Financial Statements for the fiscal year ended September 30, 2018.

Josh Tyree, Harris & Co. CPA, presented the FMAA audit results for the fiscal year ended September 30, 2018. Mr. Tyree reported the audit resulted the final issue of an unqualified, clean opinion.

MOTION:

Made by Vice-Chairman Greenberg to approve the FMAA Financial Statements for the Year Ended September 30, 2018 as presented and directed Staff to distribute to the appropriate government agencies. Seconded by FMAA Treasurer Fairfax.

PASSED UNANIMOUSLY

B. CONTINUING BUSINESS

1. NONE

VII. DISCUSSION AND UPDATES

A. NEW BUSINESS (See PowerPoint Presentation)

1. Discussion of FMAA Board Positions Including Independent Member

Airport Attorney Laski briefed the Board that Independent Board Member Fairfax's two-year term had expired December 31, 2018. He explained the options available to the Board were to re-appoint Board Member Fairfax or conduct an Independent Board Member Selection Process. He also commented that the appointment of the Independent Board Member position must be a unanimous decision.

The Board discussed and recognized Board Member Fairfax's contributions to the Board and after a brief discussion on following the Board's selection process, agreed

to proceed with an Independent Board Member Selection Process. Chairman Keirn directed the Airport Manager and Staff to publicly advertise the FMAA Independent Board Member position.

B. CONTINUING BUSINESS

1. Construction and Capital Projects

i. Terminal Improvements

Airport Manager Pomeroy briefed the Board on the status of the grant application the airport submitted for FAA discretionary funds for the TSA holdroom expansion and improvement to the security checkpoint. He explained that, before the government shutdown, it was anticipated that an update would come mid-January.

2. Airport Planning Projects

i. Environmental Assessment for Runway Protection Zone and Obstruction Removal

Airport Manager Pomeroy briefed the Board on the RPZ Environmental Assessment (EA) status and commented that all five of the draft chapters have been submitted to the FAA and have received positive feedback. The final review comments are pending and no information has been received to date.

ii. Instrument Approach Development

Airport Manager Pomeroy informed the Board that Chairman Keirn recently executed a contract with Flight Tech Engineering for the completion of a feasibility study that will be funded by the airport. He reminded the Board that this study will not produce an approach procedure, but it will explore potential approach improvement options.

Board Member Schoen asked who authorized the feasibility study.

Airport Manager Pomeroy responded that the feasibility study was not include in the FY '19 budget; however, after a budget review it was determined it could be accommodated. The contract amount is within Chairman Keirn's contracting authority.

VIII. PUBLIC COMMENT

No public comment

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

MOTION:

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

ROLL CALL VOTE:

Chairman Keirn	Yes
Vice-Chairman Greenberg	Yes
Board Member Schoen	Yes
Board Member Haemmerle	Yes
Board Member McCleary	Yes
Board Member Cooley	Yes

PASSED UNANIMOUSLY

X. ADJOURNMENT

The January 8, 2019 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 7:15 p.m.

Don Keirn, Chairman

* *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 '19)
October through November 2018

	Oct - Nov 18	Budget	\$ Over Budget	% of Budget
Income				
4000-00 · AIRCARRIER				
4000-01 · Aircarrier - Lease Space	14,086.76	58,332.00	-44,245.24	24.1%
4000-02 · Aircarrier - Landing Fees	25,865.77	21,000.00	4,865.77	123.2%
4000-03 · Aircarrier - Gate Fees	200.00	0.00	200.00	100.0%
4000-04 · Aircarrier - Utility Fees	60.00	7,500.00	-7,440.00	0.8%
4010-07 · Aircarrier - '14 PFC App	61,237.44	49,700.00	11,537.44	123.2%
Total 4000-00 · AIRCARRIER	101,449.97	136,532.00	-35,082.03	74.3%
4020-00 · TERMINAL AUTO PARKING REVENUE				
4020-01 · Automobile Parking - Terminal	87,152.00	60,000.00	27,152.00	145.3%
Total 4020-00 · TERMINAL AUTO PARKING REVENUE	87,152.00	60,000.00	27,152.00	145.3%
4030-00 · AUTO RENTAL REVENUE				
4030-01 · Automobile Rental - Commission	45,837.23	65,000.00	-19,162.77	70.5%
4030-02 · Automobile Rental - Lease Space	4,715.52	4,690.84	24.68	100.5%
4030-03 · Automobile Rental - Auto Prkng	31,044.00	25,799.92	5,244.08	120.3%
4030-04 · Automobile Rental - Utilities	0.00	450.00	-450.00	0.0%
Total 4030-00 · AUTO RENTAL REVENUE	81,596.75	95,940.76	-14,344.01	85.0%
4040-00 · TERMINAL CONCESSION REVENUE				
4040-01 · Terminal Shops - Commission	651.58	833.40	-181.82	78.2%
4040-02 · Terminal Shops - Lease Space	0.00	0.00	0.00	0.0%
4040-03 · Terminal Shops - Utility Fees	0.00	375.00	-375.00	0.0%
4040-10 · Advertising - Commission	5,238.75	8,000.00	-2,761.25	65.5%
4040-11 · Vending Machines - Commission	1,215.61	2,500.00	-1,284.39	48.6%
4040-12 · Terminal ATM	514.00	150.00	364.00	342.7%
Total 4040-00 · TERMINAL CONCESSION REVENUE	7,619.94	11,858.40	-4,238.46	64.3%
4050-00 · FBO REVENUE				
4050-01 · FBO - Lease Space	39,477.79	39,465.00	12.79	100.0%
4050-02 · FBO - Tiedown Fees	21,263.40	37,000.00	-15,736.60	57.5%
4050-03 · FBO - Landing Fees - Trans.	33,668.12	40,000.00	-6,331.88	84.2%
4050-04 · FBO - Commission	2,926.49	3,000.00	-73.51	97.5%
4050-07 · FBO - Miscellaneous	0.00	0.00	0.00	0.0%
Total 4050-00 · FBO REVENUE	97,335.80	119,465.00	-22,129.20	81.5%
4060-00 · FUEL FLOWAGE REVENUE				
4060-01 · Fuel Flowage - FBO	35,385.99	29,000.00	6,385.99	122.0%
Total 4060-00 · FUEL FLOWAGE REVENUE	35,385.99	29,000.00	6,385.99	122.0%
4070-00 · TRANSIENT LANDING FEES REVENUE				
4070-02 · Landing Fees - Non-Comm./Gov't	218.82			
Total 4070-00 · TRANSIENT LANDING FEES REVENUE	218.82			

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (COMBINED '19)
October through November 2018

	Oct - Nov 18	Budget	\$ Over Budget	% of Budget
4080-00 · HANGAR REVENUE				
4080-01 · Land Lease - Hangar	149,419.91	151,837.50	-2,417.59	98.4%
4080-02 · Land Lease - Hangar/Trans. Fee	7,492.50	0.00	7,492.50	100.0%
4080-03 · Hangar/Utilities (E8,11,24)	0.00	450.00	-450.00	0.0%
4080-05 · Land Lease - FMA Hangar Rentals	696.70	8,750.00	-8,053.30	8.0%
Total 4080-00 · HANGAR REVENUE	157,609.11	161,037.50	-3,428.39	97.9%
4090-00 · TIEDOWN PERMIT FEES REVENUE				
4090-01 · Tiedown Permit Fees (FMA)	13,356.59	10,000.00	3,356.59	133.6%
Total 4090-00 · TIEDOWN PERMIT FEES REVENUE	13,356.59	10,000.00	3,356.59	133.6%
4100-00 · CARGO CARRIERS REVENUE				
4100-01 · Cargo Carriers - Landing Fees	1,832.28	1,600.00	232.28	114.5%
4100-02 · Cargo Carriers - Tiedown	1,485.00	3,000.00	-1,515.00	49.5%
Total 4100-00 · CARGO CARRIERS REVENUE	3,317.28	4,600.00	-1,282.72	72.1%
4110-00 · MISCELLANEOUS REVENUE				
4110-01 · Misc. Revenue	90.36			
4110-05 · Misc. Incident/Accident	0.00			
4110-09 · Miscellaneous Expense Reimburse	-1,000.00			
Total 4110-00 · MISCELLANEOUS REVENUE	-909.64			
4120-00 · GROUND TRANSP. PERMIT REVENUE				
4120-01 · Ground Transportation Permit	2,600.00	0.00	2,600.00	100.0%
4120-02 · GTSP - Trip Fee	880.00	833.40	46.60	105.6%
Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	3,480.00	833.40	2,646.60	417.6%
4400-00 · TSA/SECURITY				
4400-02 · Terminal Lease	6,727.50	6,730.00	-2.50	100.0%
4400-03 · Security Prox. Cards	20,160.00	17,000.00	3,160.00	118.6%
Total 4400-00 · TSA/SECURITY	26,887.50	23,730.00	3,157.50	113.3%
4510-00 · DOT/Small Community Air Service				
4510-01 · Small Community Air Service	0.00	369,700.00	-369,700.00	0.0%
Total 4510-00 · DOT/Small Community Air Service	0.00	369,700.00	-369,700.00	0.0%
4520-00 · INTEREST REVENUE				
4520-01 · Interest Revenue - General	9,891.66	0.00	9,891.66	100.0%
4520-07 · Interest Revenue - '14 PFC	7.11	8.34	-1.23	85.3%
Total 4520-00 · INTEREST REVENUE	9,898.77	8.34	9,890.43	118,690.3%
4742-00 · AIP 42 - Project Air Carr. Apr				
4742-01 · AIP '42 Air Carr. Apron	25,566.99			
Total 4742-00 · AIP 42 - Project Air Carr. Apr	25,566.99			

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (COMBINED '19)
 October through November 2018

	Oct - Nov 18	Budget	\$ Over Budget	% of Budget
4743-00 · AIP 43 - Air Carrier /Pkg. Lot				
4743-01 · AIP 43 - Air Carrier/Pkg. Lot	0.00	0.00	0.00	0.0%
Total 4743-00 · AIP 43 - Air Carrier /Pkg. Lot	0.00	0.00	0.00	0.0%
4744-00 · AIP '44 RPZ Acquisition EA				
4744-01 · AIP '44 - RPZ Acquisition - EA	0.00	0.00	0.00	0.0%
Total 4744-00 · AIP '44 RPZ Acquisition EA	0.00	0.00	0.00	0.0%
Total Income	649,965.87	1,022,705.40	-372,739.53	63.6%
Gross Profit	649,965.87	1,022,705.40	-372,739.53	63.6%
Expense				
EXPENDITURES				
"A" EXPENSES				
5000-01 · Salaries - Airport Manager	24,920.29	24,728.74	191.55	100.8%
5000-02 · Salaries - Assist. Airpt. Manag	0.00	0.00	0.00	0.0%
5010-00 · Salaries -Contracts/Finance Adm	21,834.42	17,735.70	4,098.72	123.1%
5010-01 · Salaries - Office Assist.	31,725.62	34,903.82	-3,178.20	90.9%
5020-00 · Salaries - ARFF/OPS Manager	18,030.87	17,170.50	860.37	105.0%
5030-00 · Salaries - ARFF/OPS Specialist	71,896.67	70,411.90	1,484.77	102.1%
5040-00 · Salaries-ASC/Sp.Prjct./Ex. Assi	14,644.30	13,209.84	1,434.46	110.9%
5050-00 · Salaries-Seasonal-Snow Removal	4,280.00	6,666.67	-2,386.67	64.2%
5050-01 · Salaries - Seasonal - Arpt Host	0.00	0.00	0.00	0.0%
5050-02 · Salaries - Merit Increase	0.00	10,756.98	-10,756.98	0.0%
5060-01 · Overtime - General	0.00	0.00	0.00	0.0%
5060-02 · Overtime - Snow Removal	229.50	2,000.00	-1,770.50	11.5%
5060-04 · OT - Security	0.00	0.00	0.00	0.0%
5100-00 · Retirement	20,953.32	26,632.40	-5,679.08	78.7%
5110-00 · Social Security/Medicare	13,420.40	18,035.00	-4,614.60	74.4%
5120-00 · Life Insurance	284.40	333.34	-48.94	85.3%
5130-00 · Medical Insurance	16,514.88	36,750.00	-20,235.12	44.9%
5160-00 · Workman's Compensation	0.00	2,666.00	-2,666.00	0.0%
Total "A" EXPENSES	238,734.67	282,000.89	-43,266.22	84.7%
"B" EXPENDITURES				
"B" EXPENSES - ADMINISTRATIVE				
6000-00 · TRAVEL EXPENSE				
6000-01 · Travel	2,055.36	5,050.00	-2,994.64	40.7%
Total 6000-00 · TRAVEL EXPENSE	2,055.36	5,050.00	-2,994.64	40.7%
6010-00 · SUPPLIES/EQUIPMENT EXPENSE				
6010-01 · Supplies - Office	1,896.22	1,832.00	64.22	103.5%
6010-03 · Supplies - Computer	3,777.93	2,166.00	1,611.93	174.4%
Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE	5,674.15	3,998.00	1,676.15	141.9%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (COMBINED '19)
 October through November 2018

	Oct - Nov 18	Budget	\$ Over Budget	% of Budget
6020-00 · INSURANCE				
6020-01 · Insurance - Liability	9,401.00	50,692.00	-41,291.00	18.5%
6020-03 · Insurance-Bldg/Unlic.Veh./Prop	15,945.00			
Total 6020-00 · INSURANCE	25,346.00	50,692.00	-25,346.00	50.0%
6030-00 · UTILITIES				
6030-01 · Utilities - Gas/Terminal	2,350.01	3,332.00	-981.99	70.5%
6030-02 · Utilities - Gas/AOB & Cold Stor	802.00	1,582.00	-780.00	50.7%
6030-03 · Utilities - Elect./Runway&PAPI	1,054.67	1,366.00	-311.33	77.2%
6030-04 · Utilities - Elec./AOB & Cold St	823.77	1,582.00	-758.23	52.1%
6030-05 · Utilities - Electric/Terminal	7,901.42	7,000.00	901.42	112.9%
6030-06 · Utilities - Telephone	2,144.23	2,666.00	-521.77	80.4%
6030-07 · Utilities - Water	1,170.68	2,666.00	-1,495.32	43.9%
6030-08 · Utilities - Garbage Removal	2,783.42	1,666.00	1,117.42	167.1%
6030-09 · Utilities - Sewer	680.94	666.00	14.94	102.2%
6030-11 · Utilities - Electric/Tower	808.50	1,050.00	-241.50	77.0%
6030-12 · Utilities - Elec./Brdfrd.Hghl	62.92	82.00	-19.08	76.7%
6030-13 · Utilities - Elec. Exit Booth	392.55			
6030-15 · Utilities - Elec/AWOS	605.31	566.00	39.31	106.9%
6030-16 · Utilities - Elec. Wind Cone	19.90	25.00	-5.10	79.6%
6030-17 · Utilities - Elec./Gas- Hangar	523.42	766.00	-242.58	68.3%
6030-18 · Utilities - Lubricant Wst. Dspl	0.00	83.32	-83.32	0.0%
Total 6030-00 · UTILITIES	22,123.74	25,098.32	-2,974.58	88.1%
6040-00 · SERVICE PROVIDER				
6040-02 · Service Provider - Term. Serv.	128.00	1,150.00	-1,022.00	11.1%
6040-03 · Service Provider - AOB Services	8,593.01	7,216.00	1,377.01	119.1%
6040-04 · Service Provider - Operations	13,350.00	2,724.00	10,626.00	490.1%
Total 6040-00 · SERVICE PROVIDER	22,071.01	11,090.00	10,981.01	199.0%
6050-00 · PROFESSIONAL SERVICES				
6050-01 · Professional Services - Legal	7,961.60	8,332.00	-370.40	95.6%
6050-02 · Professional Serv. - Audit/Fina	24,723.14	20,000.00	4,723.14	123.6%
6050-03 · Professional Services - Enginee	5,133.25	2,500.00	2,633.25	205.3%
6050-05 · Professional Services - Gen.	0.00	1,666.00	-1,666.00	0.0%
6050-10 · Prof. Svcs.-IT/Comp. Support	2,236.25	2,500.00	-263.75	89.5%
6050-12 · Prof. Serv.- Planning Air Serv.	563.75	0.00	563.75	100.0%
6050-13 · Prof. Serv.-Website Des.& Maint	30.00	666.00	-636.00	4.5%
6050-15 · Prof. Serv.-Comm.Coord/Pub.Outr	0.00	7,832.00	-7,832.00	0.0%
6050-17 · Prof. Serv. - Airspace Consult.	718.10	0.00	718.10	100.0%
Total 6050-00 · PROFESSIONAL SERVICES	41,366.09	43,496.00	-2,129.91	95.1%
6060-00 · MAINTENANCE-OFFICE EQUIPMENT				
6060-04 · Maintenance - Copier	292.63	416.00	-123.37	70.3%
6060-05 · Maintenance - Phone	47.65	208.00	-160.35	22.9%
Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT	340.28	624.00	-283.72	54.5%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (COMBINED '19)
October through November 2018

	Oct - Nov 18	Budget	\$ Over Budget	% of Budget
6070-00 · RENT/LEASE OFFICE EQUIPMENT				
6070-02 · Rent/Lease - Postage Meter	-19.35	0.00	-19.35	100.0%
Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT	-19.35	0.00	-19.35	100.0%
6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E				
6080-01 · Dues/Memberships	971.82	1,000.00	-28.18	97.2%
6080-04 · Publications	2,031.41	832.00	1,199.41	244.2%
Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E	3,003.23	1,832.00	1,171.23	163.9%
6090-00 · POSTAGE				
6090-01 · Postage/Courier Service	521.60	332.00	189.60	157.1%
Total 6090-00 · POSTAGE	521.60	332.00	189.60	157.1%
6100-00 · EDUCATION/TRAINING				
6100-01 · Education/Training - Admin.	0.00	2,500.00	-2,500.00	0.0%
6100-02 · Education/Training - OPS	638.18	1,666.00	-1,027.82	38.3%
6100-03 · Education/Training - ARFF	1,226.99	0.00	1,226.99	100.0%
6100-05 · Education - Noise Abatement	0.00	0.00	0.00	0.0%
6100-06 · Education - Security	0.00	832.00	-832.00	0.0%
6100-07 · Education - Public Outrea/Comm.	100.00	0.00	100.00	100.0%
6100-08 · Education/Training - HFD Coop.	0.00	2,500.00	-2,500.00	0.0%
6100-09 · Education - SAAC	962.50			
6100-00 · EDUCATION/TRAINING - Other	0.00			
Total 6100-00 · EDUCATION/TRAINING	2,927.67	7,498.00	-4,570.33	39.0%
6101-00 · PUBLIC OUTREACH/COMMUNICATIONS				
6101-01 · Public Outr/Comm - General	5,323.58	5,500.00	-176.42	96.8%
6101-02 · Public Outr/Comm - Noise Abatem	0.00	125.00	-125.00	0.0%
6101-03 · Public Outr/Comm - SAAC	1,286.50	3,500.00	-2,213.50	36.8%
Total 6101-00 · PUBLIC OUTREACH/COMMUNICATIONS	6,610.08	9,125.00	-2,514.92	72.4%
6110-00 · CONTRACTS				
6110-01 · Contracts - General	0.00	500.00	-500.00	0.0%
6110-02 · Contracts - FMAA	7,000.00	7,000.00	0.00	100.0%
6110-03 · Contracts - FBO/Fee Collection	9,800.00	9,816.00	-16.00	99.8%
6110-08 · Contracts - Eccles Tree Lights	7,500.00			
6110-16 · Contracts - Prkg Mngt Fee/Ops	29,027.05	30,000.00	-972.95	96.8%
Total 6110-00 · CONTRACTS	53,327.05	47,316.00	6,011.05	112.7%
6130-00 · MISCELLANEOUS EXPENSES				
6130-01 · Misc. - General	1,130.09	2,500.00	-1,369.91	45.2%
6140-00 · Bank Fees	2,559.19	250.00	2,309.19	1,023.7%
6150-01 · Interest Exp. - Prkg. Lot Equip	713.93	1,100.00	-386.07	64.9%
Total 6130-00 · MISCELLANEOUS EXPENSES	4,403.21	3,850.00	553.21	114.4%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (COMBINED '19)
 October through November 2018

	Oct - Nov 18	Budget	\$ Over Budget	% of Budget
6400-00 · DOT/SCASGP				
6400-01 · DOT/SCASGP	0.00	365,000.00	-365,000.00	0.0%
Total 6400-00 · DOT/SCASGP	0.00	365,000.00	-365,000.00	0.0%
Total "B" EXPENSES - ADMINISTRATIVE	189,750.12	575,001.32	-385,251.20	33.0%
"B" EXPENSES - OPERATIONAL				
6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS				
6500-01 · Supplies/Equipment - General	545.74	832.00	-286.26	65.6%
6500-02 · Supplies/Equipment - Tools	637.94	832.00	-194.06	76.7%
6500-03 · Supplies/Equipment - Clothing	2,218.30	832.00	1,386.30	266.6%
6500-04 · Supplies/Equipment - Janitorial	3,447.57	3,332.00	115.57	103.5%
Total 6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS	6,849.55	5,828.00	1,021.55	117.5%
6505-00 · EQUIP/VEHICLE - LEASE/RENTAL				
6505-01 · Eq./Vehi Lease/Rental - General	48,559.84	8,333.00	40,226.84	582.7%
Total 6505-00 · EQUIP/VEHICLE - LEASE/RENTAL	48,559.84	8,333.00	40,226.84	582.7%
6510-00 · FUEL/LUBRICANTS				
6510-01 · General	0.00	332.00	-332.00	0.0%
6510-02 · Fuel	6,203.87	7,500.00	-1,296.13	82.7%
6510-03 · Lubricants	0.00	832.00	-832.00	0.0%
Total 6510-00 · FUEL/LUBRICANTS	6,203.87	8,664.00	-2,460.13	71.6%
6520-00 · VEHICLES/MAINTENANCE				
6520-01 · R/M Equipment - General	1,986.85	4,500.00	-2,513.15	44.2%
6520-06 · R/M Equip. - '85 Ford Dump	0.00	500.00	-500.00	0.0%
6520-08 · R/M Equip. - '96 Tiger Tractor	0.00	2,750.00	-2,750.00	0.0%
6520-09 · R/M Equip. - '96 Oshkosh Swp.	38.36	6,500.00	-6,461.64	0.6%
6520-17 · R/M Equip. '01 Case 921 Ldr.	0.00	1,100.00	-1,100.00	0.0%
6520-18 · R/M Equip. - '97 Chevy Blazer	0.00	1,800.00	-1,800.00	0.0%
6520-19 · R/M Equip. '02 Ford F-150 PU	596.10	1,000.00	-403.90	59.6%
6520-20 · R/M Equip. - '02 Kodiak Blower	0.00	450.00	-450.00	0.0%
6520-25 · R/M Equip. - '04 Batts De-Ice	0.00	1,000.00	-1,000.00	0.0%
6520-28 · R/M Equip. - '06 Case 621 Loader	8,380.00	1,200.00	7,180.00	698.3%
6520-29 · R/M Equip. - '10 Waus Broom/Plow	2,607.82	4,266.66	-1,658.84	61.1%
6520-30 · R/M Equip. - '05 Ford F-350	148.34	1,450.00	-1,301.66	10.2%
6520-31 · R/M Equip. - '10 Oshkosh Blower	0.00	2,450.00	-2,450.00	0.0%
6520-32 · R/M Equip. - '09 Mini Truck	9.99	100.00	-90.01	10.0%
6520-34 · R/M Equip. - '12 Case 921F Load	0.00	1,350.00	-1,350.00	0.0%
6520-35 · R/M Equip. - '14 Ford Explorer	926.24	450.00	476.24	205.8%
6520-36 · R/M Equip. - '10 Toyota Forklif	0.00	100.00	-100.00	0.0%
6520-37 · R/M Equip. - '15 Tool Cat	773.95	550.00	223.95	140.7%
6520-38 · R/M Equip. - '15 Wausau Broom	3,788.46	6,050.00	-2,261.54	62.6%
6520-40 · R/M Equip. - '17 Ford-350 Super	4,346.38	150.00	4,196.38	2,897.6%
6520-42 · R/M Equip. - '18 Kodiak Attach.	0.00	250.00	-250.00	0.0%
Total 6520-00 · VEHICLES/MAINTENANCE	23,602.49	37,966.66	-14,364.17	62.2%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (COMBINED '19)
 October through November 2018

	Oct - Nov 18	Budget	\$ Over Budget	% of Budget
6530-00 · ARFF MAINTENANCE				
6530-01 · ARFF Maint. Gen/Supplies	287.03	2,166.00	-1,878.97	13.3%
6530-03 · ARFF Maint. - '87 Oshkosh	0.00	332.00	-332.00	0.0%
6530-04 · ARFF Maint. - Radios	0.00	1,166.00	-1,166.00	0.0%
6530-05 · ARFF MAint. - '03 E-One	3,065.00	332.00	2,733.00	923.2%
6530-07 · ARFF Maint. - Supp/HFD Support	0.00	0.00	0.00	0.0%
Total 6530-00 · ARFF MAINTENANCE	3,352.03	3,996.00	-643.97	83.9%
6540-00 · REPAIRS/MAINTENANCE - BUILDING				
6540-01 · R/M Bldg. - General	509.00	416.00	93.00	122.4%
6540-02 · R/M Bldg. - Terminal	8,975.44	20,000.00	-11,024.56	44.9%
6540-03 · R/M Bldg. - Terminal Concession	764.42	416.00	348.42	183.8%
6540-04 · R/M Bldg. - Cold Storage	318.50	832.00	-513.50	38.3%
6540-05 · R/M Bldg. - AOB/SHOP	2,937.46	3,332.00	-394.54	88.2%
6540-06 · R/M Bldg. - Hangars	401.10	416.00	-14.90	96.4%
6540-07 · R/M Bldg. - Tower	1,049.34	582.00	467.34	180.3%
6540-08 · R/M Bldg. - Parking Booth	536.02	240.00	296.02	223.3%
Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING	15,491.28	26,234.00	-10,742.72	59.1%
6550-00 · REPAIRS/MAINTENANCE - AIRSIDE				
6550-01 · R/M - General	782.52	832.00	-49.48	94.1%
6550-02 · R/M - Airfield/Runway	27,244.53	16,666.00	10,578.53	163.5%
6550-04 · R/M - Lights	4,070.87	2,000.00	2,070.87	203.5%
6550-00 · REPAIRS/MAINTENANCE - AIRSIDE - Other	42.97			
Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE	32,140.89	19,498.00	12,642.89	164.8%
6551-00 · REPAIRS/MAINTENANCE - LANDSIDE				
6551-01 · RM - General	0.00	416.00	-416.00	0.0%
6551-02 · R/M - Parking Lot	829.60	1,332.00	-502.40	62.3%
6551-03 · R/M - Landscaping	997.07	1,666.00	-668.93	59.8%
Total 6551-00 · REPAIRS/MAINTENANCE - LANDSIDE	1,826.67	3,414.00	-1,587.33	53.5%
6560-00 · SECURITY EXPENSE				
6560-01 · Security - General	0.00	1,582.00	-1,582.00	0.0%
6560-02 · Security - Law Enf. Offi. (LEO)	544.00	666.00	-122.00	81.7%
6560-03 · Security - Subscription Licen.	11,520.00	10,228.00	1,292.00	112.6%
6560-04 · Security - Perim./Access/CCTV	2,240.29	5,266.00	-3,025.71	42.5%
6560-05 · Security - Professional Serv.	0.00	2,500.00	-2,500.00	0.0%
6560-06 · Security - Prof. Services/IT	1,121.75	1,250.00	-128.25	89.7%
Total 6560-00 · SECURITY EXPENSE	15,426.04	21,492.00	-6,065.96	71.8%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (COMBINED '19)
 October through November 2018

	Oct - Nov 18	Budget	\$ Over Budget	% of Budget
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU				
6570-01 · R/M Aeronautical Equip - NDB/DME	2,059.20	3,250.00	-1,190.80	63.4%
6570-02 · R/M Aeronautical Equip. - Tower	1,029.60	2,750.00	-1,720.40	37.4%
6570-03 · R/M Aeronautical Equip.-Swt. Sys	0.00	3,250.00	-3,250.00	0.0%
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	2,059.20	0.00	2,059.20	100.0%
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU	5,148.00	9,250.00	-4,102.00	55.7%
Total "B" EXPENSES - OPERATIONAL	158,600.66	144,675.66	13,925.00	109.6%
Total "B" EXPENDITURES	348,350.78	719,676.98	-371,326.20	48.4%
"C" EXPENSES				
7001-00 · CAPITAL EXPENDITURES				
7001-0* · CONTINGENCY	0.00	3,332.00	-3,332.00	0.0%
7001-02 · Buildings and Improvements	3,758.56			
7001-04 · Office Equipment	0.00	0.00	0.00	0.0%
7001-06 · Assessments/Plans/Studies	2,577.32	0.00	2,577.32	100.0%
Total 7001-00 · CAPITAL EXPENDITURES	6,335.88	3,332.00	3,003.88	190.2%
7110-00 · DOT/SCADGP				
7110-02 · DOT/SCASGP - FMAA	0.00	0.00	0.00	0.0%
Total 7110-00 · DOT/SCADGP	0.00	0.00	0.00	0.0%
7543-00 · AIP '43 EXPENSE - Air Carr. Apr				
7543-01 · AIP '43 - AC Apron - Eligible	21,360.47	0.00	21,360.47	100.0%
7543-02 · AIP '43 - Parking - Non-Eligibl	9,290.41	0.00	9,290.41	100.0%
7543-03 · AIP '43 - SRE Equipment	0.00	0.00	0.00	0.0%
7543-04 · AIP '43 - RPZ Acq/Tree Removal	17,593.60	0.00	17,593.60	100.0%
Total 7543-00 · AIP '43 EXPENSE - Air Carr. Apr	48,244.48	0.00	48,244.48	100.0%
7544-00 · AIP '44 EXPENSE RPZ EA				
7544-01 · AIP '44 - Eligible	3,057.90	0.00	3,057.90	100.0%
Total 7544-00 · AIP '44 EXPENSE RPZ EA	3,057.90	0.00	3,057.90	100.0%
7545-00 · AIP '45 EXPENSE - Exp. AC Apron				
7545-01 · AIP '45 - Eligible	682.50			
Total 7545-00 · AIP '45 EXPENSE - Exp. AC Apron	682.50			
7546-00 · AIP '46 EXPENSE - SRE/ARFF EQU				
7546-01 · AIP '46 - Eligible	3,890.00			
Total 7546-00 · AIP '46 EXPENSE - SRE/ARFF EQU	3,890.00			
Total "C" EXPENSES	62,210.76	3,332.00	58,878.76	1,867.1%
Total EXPENDITURES	649,296.21	1,005,009.87	-355,713.66	64.6%
Total Expense	649,296.21	1,005,009.87	-355,713.66	64.6%

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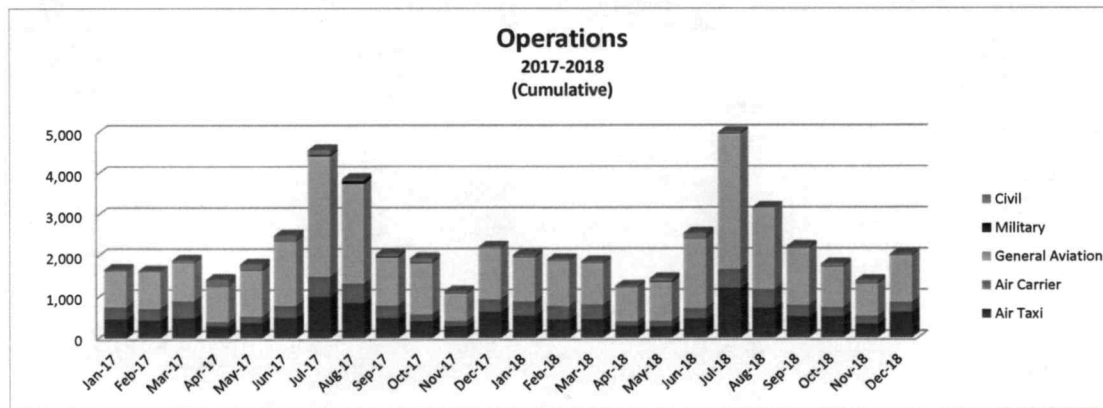
Accrual Basis

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (COMBINED '19)
October through November 2018

	Oct - Nov 18	Budget	\$ Over Budget	% of Budget
Net Income	669.66	17,695.53	-17,025.87	3.8%

**Friedman Memorial Airport
December 2018**

ATCT Traffic Operations Record																		
Month	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
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	2,019
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	1,914
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	1,860
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	1,257
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	1,442
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	2,552
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	5,033
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	3,175
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	2,224
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	1,670
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	1,135	1,392
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	2,217	2,033
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	26,692	26,571



ATCT Operations Change (2018 vs. 2017)			
	2018	2017	% Change
Air Taxi	623	627	-0.64%
Air Carrier	242	317	-23.66%
General Aviation	1,138	1,229	-7.40%
Military	4	0	400.00%
Civil	26	44	-40.91%
Total	2,033	2,217	-8.30%
YTD Total	26,571	26,692	-0.45%

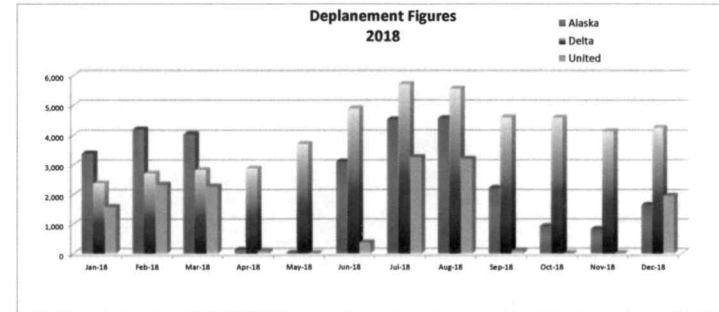
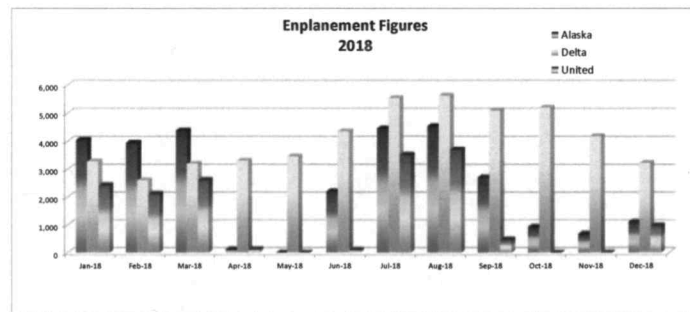
**Friedman Memorial Airport
December 2018**

2018 Enplanements																	
Date	Alaska Airlines					Delta Airlines					United Airlines					Total Enp.	Prior Year Total Enp.
	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change		
Jan-18	3,985	66	4,051	3,536	15%	3,251	30	3,281	2,685	22%	2,383	47	2,430	1,519	60%	9,762	7,740
Feb-18	3,856	93	3,949	3,340	18%	2,542	60	2,602	2,556	2%	2,081	48	2,129	1,645	29%	8,680	7,541
Mar-18	4,293	86	4,379	3,867	13%	3,146	47	3,193	4,944	-35%	2,551	72	2,623	2,120	24%	10,195	10,931
Apr-18	124	3	127	0	100%	3,245	60	3,305	3,339	-1%	134	0	134	0	100%	3,566	3,339
May-18	0	0	0	0	0%	3,377	81	3,458	3,235	7%	0	0	0	0	0%	3,458	3,235
Jun-18	2,162	50	2,212	2,105	5%	4,269	86	4,355	3,880	12%	107	0	107	473	-77%	6,674	6,458
Jul-18	4,390	67	4,457	4,215	6%	5,459	78	5,537	5,379	3%	3,464	57	3,521	3,064	15%	13,515	12,658
Aug-18	4,450	92	4,542	4,186	9%	5,543	87	5,630	5,654	0%	3,637	67	3,704	3,402	9%	13,876	13,242
Sep-18	2,642	73	2,715	2,387	14%	5,024	74	5,098	4,350	17%	469	9	478	763	-37%	8,291	7,500
Oct-18	906	26	932	1,144	-19%	5,081	115	5,196	3,856	35%	0	0	0	215	100%	6,128	5,215
Nov-18	659	24	683	675	1%	4,070	117	4,187	2,929	43%	0	0	0	0	0%	4,870	3,604
Dec-18	1,098	14	1,112	2,724	-59%	3,146	79	3,225	3,300	-2%	963	21	984	1,149	-14%	5,321	7,173
Totals	28,565	594	29,159	28,179	3%	48,153	914	49,067	46,107	6%	15,789	321	16,110	14,350	12%	94,336	88,636

Legend for Chart:

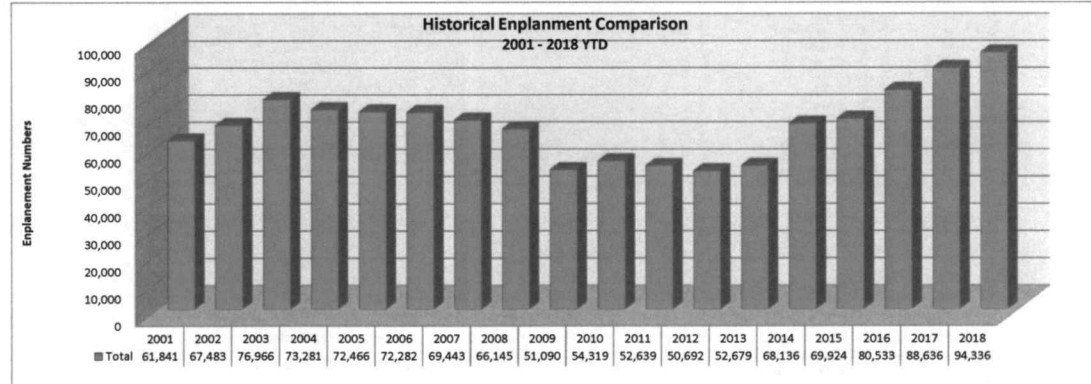
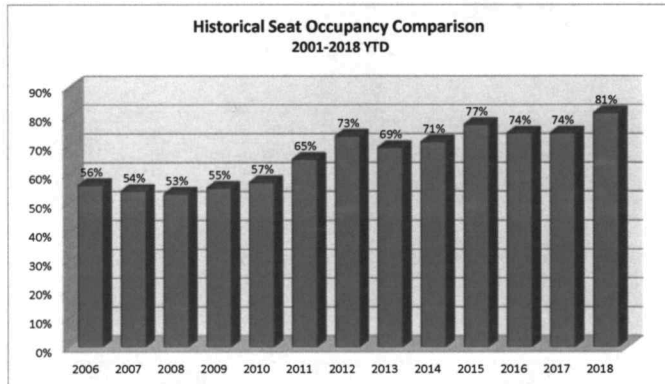
2018 Deplanements																	
Date	Alaska Airlines					Delta Airlines					United Airlines					Total Dep.	Prior Year Total Dep.
	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change		
Jan-18	3,310	67	3,377	2,902	16%	2,327	45	2,372	2,053	16%	1,536	47	1,583	1,276	24%	7,332	6,231
Feb-18	4,094	94	4,188	3,771	11%	2,662	46	2,708	2,344	16%	2,305	27	2,332	1,759	33%	9,228	7,874
Mar-18	3,942	91	4,033	3,800	6%	2,760	62	2,822	4,386	-36%	2,214	53	2,267	1,982	14%	9,122	10,168
Apr-18	116	1	117	0	100%	2,805	67	2,872	2,866	0%	76	3	79	0	100%	3,068	2,866
May-18	0	0	0	0	0%	3,616	86	3,702	3,432	8%	0	0	0	0	0%	3,702	3,432
Jun-18	3,054	58	3,112	2,755	13%	4,840	50	4,890	4,496	9%	366	6	372	833	-55%	8,374	8,084
Jul-18	4,448	73	4,521	4,379	3%	5,629	79	5,708	5,637	1%	3,230	25	3,255	2,921	11%	13,484	12,937
Aug-18	4,449	108	4,557	4,359	5%	5,478	74	5,552	5,380	3%	3,138	61	3,199	2,963	8%	13,308	12,702
Sep-18	2,137	78	2,215	1,981	12%	4,501	92	4,593	3,992	15%	83	10	93	484	-81%	6,901	6,457
Oct-18	889	28	917	1,092	-16%	4,451	124	4,575	3,616	27%	0	0	0	180	100%	5,492	4,888
Nov-18	791	31	822	735	12%	4,020	104	4,124	2,963	39%	0	0	0	0	0%	4,946	3,698
Dec-18	1,626	17	1,643	4,140	-60%	4,173	66	4,239	4,374	-3%	1,944	13	1,957	1,758	11%	7,839	10,272
Totals	28,856	646	29,502	29,914	-1%	47,262	895	48,157	45,539	6%	14,892	245	15,137	14,156	7%	92,796	89,609

Legend for Chart:



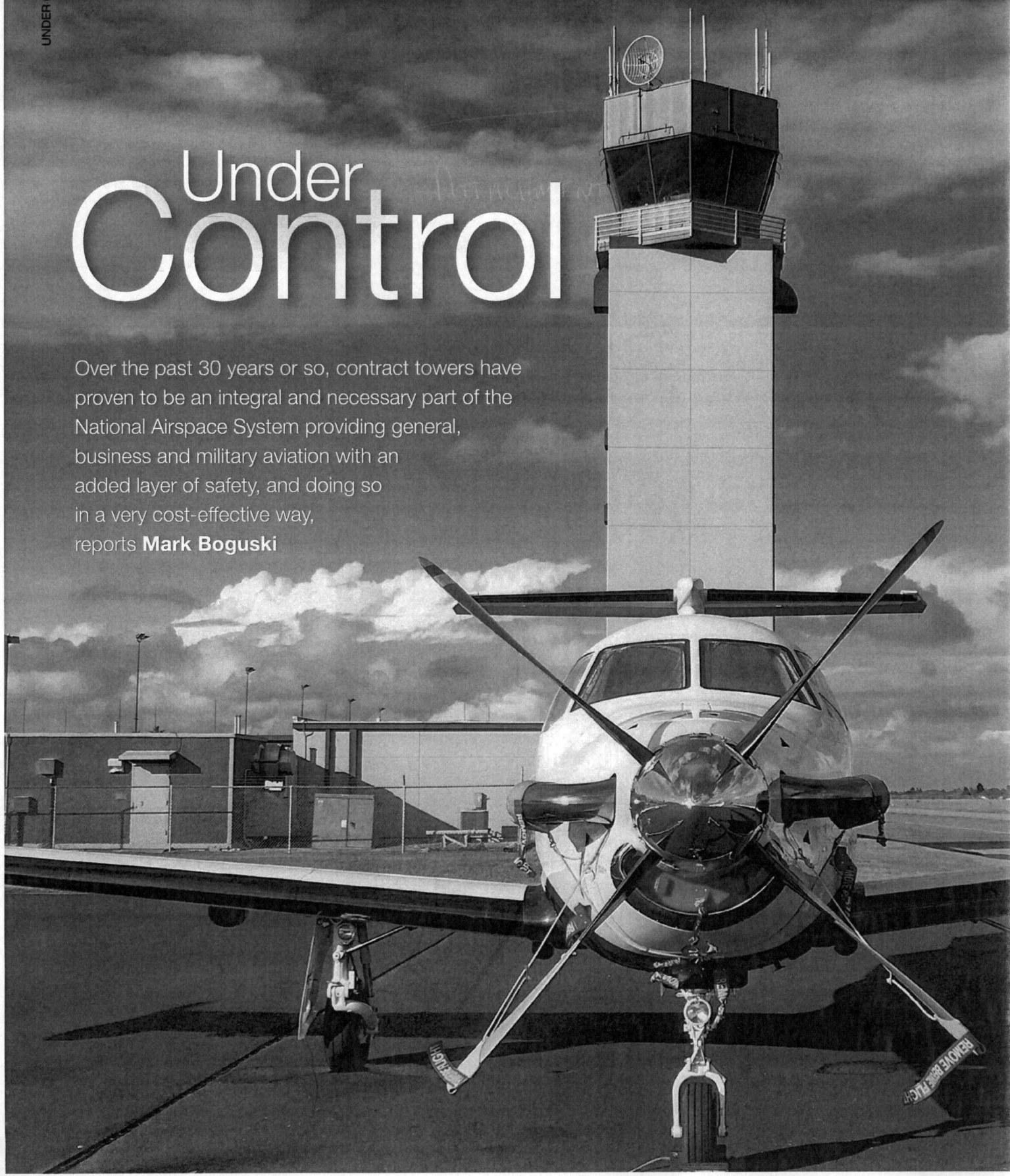
**Friedman Memorial Airport
December 2018**

2018 Seat Occupancy																		
Date	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-18	72	5,472	4,051	74%	56	3,696	3,281	89%	48	3,168	2,430	77%	12,336	9,762	79%	19%	26%	5%
Feb-18	67	5,092	3,949	78%	47	3,102	2,602	84%	46	3,036	2,129	70%	11,230	8,680	77%	8%	15%	4%
Mar-18	76	5,776	4,379	76%	52	3,432	3,193	93%	48	3,168	2,623	83%	12,376	10,195	82%	-15%	-7%	7%
Apr-18	2	152	127	84%	56	3,696	3,305	89%	2	132	134	102%	3,980	3,566	90%	1%	7%	6%
May-18	0	0	0	0%	62	4,092	3,458	85%	0	0	0	0%	4,092	3,458	85%	0%	7%	6%
Jun-18	50	3,400	2,212	65%	77	5,082	4,355	86%	6	396	107	27%	8,878	6,674	75%	-12%	3%	11%
Jul-18	78	5,304	4,457	84%	90	6,300	5,537	88%	62	4,712	3,521	75%	16,316	13,515	83%	-6%	7%	10%
Aug-18	79	5,372	4,542	85%	90	6,210	5,630	91%	62	4,340	3,704	85%	15,922	13,876	87%	-5%	5%	8%
Sep-18	53	3,604	2,715	75%	79	5,451	5,098	94%	6	396	478	121%	9,451	8,291	88%	-9%	11%	16%
Oct-18	18	1,368	932	68%	89	6,141	5,196	85%	0	0	0	0%	7,509	6,128	82%	19%	18%	0%
Nov-18	15	1,140	683	60%	81	5,589	4,187	75%	0	0	0	0%	6,729	4,870	72%	49%	35%	-8%
Dec-18	24	1,824	1,112	61%	65	4,485	3,225	72%	31	2,046	984	48%	8,355	5,321	64%	-27%	-26%	1%
Totals	534	38,504	29,159	76%	844	57,276	49,067	86%	311	21,394	16,110	75%	117,174	94,336	81%	65%	101%	14%
Note:	Total of 68 Seats Available on aircraft for summer months Total of 76 Seats Available on aircraft for winter months				Total of 66 Seats Available on aircraft from Jan. - June Total of 70 Seats starting in July				Total of 76 Seats Available on aircraft									
*Seats are capped at 68 during some periods in the summer due to weight and balance requirements and other times of the year seats may be capped due to environmental conditions																		



Under Control

Over the past 30 years or so, contract towers have proven to be an integral and necessary part of the National Airspace System providing general, business and military aviation with an added layer of safety, and doing so in a very cost-effective way, reports **Mark Boguski**



“Cessna 62425 extend your downwind for spacing, you are number three following a Bonanza on the right downwind and a Falcon jet on a two mile final.”

“Archer 4766F, Line up and wait Runway 22.”

“Cessna 972NC, enter a right downwind for Runway 18.”

“Learjet 58H, right on Runway 22, right on Alpha, taxi to parking, monitor ground.”

“Cessna 150NT, enter a left downwind for Runway 18.”

“Mooney 521AG, transition approved at or above two thousand six hundred, advise west of centerline.”

“Bonanza 340Q, number two, clear to land Runway 18, caution wake turbulence.”

“Cessna 425, start your base, number three behind the Bonanza on right base and the Falcon on short final.”

“Cessna 982NC, practice approach approved, no separation services provided, maintain VFR, report SKINI inbound.”

Such is a typical minute for a busy air traffic controller at a VFR contract tower, armed only with a radio, two eyes, a

Needed. The IG report found that contract towers provide similar levels of service in terms of quality and safety as FAA staffed towers, and at significantly lower cost.

The IG looked at 30 randomly selected contract towers and 30 FAA towers with similar levels of operations and found on average, contract towers operate at \$1.5 million less than a comparable FAA tower. The US Contract Tower Association (USCTA) points out that the contract tower programme saves taxpayers approximately \$200 million per year.

The lower cost is primarily a function of what the IG report said were ‘lower staffing and lower salary levels at contract towers versus similar FAA towers’. At towers with similar levels of operations, contract towers were averaging six air traffic personnel versus FAA towers with 16. Part of this difference is certainly the training aspect; FAA towers serve a large training function as new controllers come from the FAA Academy and progress through their certifications.

At contract towers, the controllers are primarily retired FAA controllers or

Contract towers are the backbone of general aviation airports in the US accounting for 29 per cent of all tower operations

landline to approach control, and a bucket full of experience. These controllers sort out traffic that includes military, jet traffic, air taxi, general aviation and lots of student flight training.

It’s all unscheduled and fluctuates from periods of intense activity to utter boredom. Contract towers are the backbone of general aviation airports in the US, accounting for 29 per cent of all tower operations. Of the 521 control towers operating in the US, 254 or 49 per cent are operated as contract towers.

The Contract Tower programme has been operating for 36 years and has been an extremely successful model of partnering between government and industry, extending air traffic control services to smaller airports where the Federal Aviation Administration (FAA) could not cost effectively operate a control tower.

Cost Effective

The latest Inspector General (IG) report was issued in November 2012 and was

controllers coming out of the military that are already certified. Spencer Dickerson, executive director of the US Contract Tower Association proudly points to the fact that approximately 70 per cent of the 1,400 contract controllers are veterans.

However, lower costs do not indicate lower levels of safety. When compared with similar sized FAA towers, contract towers were found to have significantly lower rate of safety incidents. The IG report cites statistics for the Fiscal Year 2010 that 240 contract towers had 197 safety incidents while 92 similar sized FAA towers had 362 safety incidents. The report further notes that ‘FAA safety evaluations found fewer operational deficiencies in areas such as improper radio communications by controllers’.

Contract tower controllers are required to have the same training and certifications as FAA controllers. Jim Slate, vice president, air traffic services at Robinson Aviation, points out: “The key point is that the pilot should be given the same level of service as an FAA



The Federal Contract Tower programme (FCT) began in 1982 with five towers as a pilot programme after the Professional Air Traffic Controllers Organization (PATCO) strike. A decade later there were 27 towers and then in 1994 Congress provided funding for a further expansion of the programme.

There are now 254 towers in the programme with four more towers being added this year. This programme has enjoyed strong bipartisan support from Congress over the years and in 2018 both the House and Senate Appropriations Committee fully funded the FCT to the tune

of \$162 million. In addition, \$5 million was recommended to help continue and expand a remote tower demonstration programme.

One of the major concerns for both the users and service providers however is consistency of FAA and Congressional funding.

While the programme has broad support from members of Congress and the user community, the ongoing budget battles in the US Congress, getting appropriation bills completed on time, multiple continuing resolutions, and sequestration have created an environment of budget uncertainty.

This was borne out in 2013 when the

Obama administration planned to close 149 FCTs as part of its response to sequestration. The alarm went out in the aviation community and both Congress and the FAA were inundated with overwhelming support for the contract tower programme from aviation industry groups such as AOPA, NBAA, NATA, NATCA, AAAE and others, as well as the grassroots pilot community. Cutting towers was the wrong thing to do to address budget shortfalls was the loud and succinct message. Eventually, the FAA and the Administration backed down and the towers remained open.



Truckee-Tahoe provides a good example of a US rural airport dealing with a unique tower situation ... so it came up with a unique solution

Hardy Bullock faced a conundrum. His airport at Truckee-Tahoe in California had evolved from a sleepy single runway general aviation airport to a popular resort destination with traffic exceeding 43,000 operations including a large number of jets and turboprops.

Mix the jets in with the normal GA traffic, the gliders, the skydivers, a highly noise sensitive community, mountainous terrain surrounding the airport, high density altitude, strong gusty winds, wildlife around the airport, and the fact that radar service was not available below 10,000 MSL and Hardy could see a safety issue just waiting to happen.

Hardy, Truckee-Tahoe Airport's director of aviation and community services, however, was not a man that would allow the status quo to remain so he set off for solutions. He contracted with Midwest ATC to staff a non-fed contract tower, constructed a tower out of shipping containers, installed

a multilateration system for advisory guidance and worked with the FAA to develop procedures and instituted a safety management system.

He is also working to get an ADS-B ground station installed at the airport. Truckee-Tahoe includes elaborate noise abatement procedures on its website, informational videos showing the approach to the airport and many community outreach efforts to make the airport a community-friendly partner.

Truckee-Tahoe spends \$1 million a year on its non-fed tower and is hopeful that they can get accepted into the federal contract tower programme when they accept new entrants.

Hardy likens his airport to an 'aeronautical ecosystem' with its high mixed use – an ecosystem that just got a little bigger as the new contract tower went operational as Class D airspace on March 29 earlier this year.



Currently there are three main service providers in the FCT programme, Midwest ATC, Robinson Aviation and Serco. Each of these providers operates in several FAA regions under the FCT, as well as operating non-fed and international towers under separate contracts. For example, Midwest ATC operates towers in Afghanistan and Guantanamo Bay, Serco operates towers in the UK, Canada and the Middle East.

Under the contract tower programme, the FAA determines how many hours a day the tower needs to be in operation and the FCT contractor submits a proposal to the FAA with the schedule and staffing plan to operate the tower for the expected level of traffic. The airport sponsor is responsible for the tower construction and/or maintenance, and if they desire the tower to be operated for a greater number of hours than the FAA has determined, they are able to pay the FCT contractor for those additional hours.

While contract towers are considered VFR towers, they are by no means 'low activity'. Two towers are in the top 50 and 12 are in the top 100 of the busiest US towers. Of the top two towers, Phoenix-Mesa, Arizona handled over 290,000 operations and North Perry, Florida, handled over 226,00 operations in 2017.

Many of the towers have radar displays which are a great aid to the controllers for situational awareness, but many still do not and are purely visual. It's up to the FAA to decide if a radar feed is needed.

Heidi Williams, director of air traffic services and infrastructure for the National Business Aviation Association (NBAA) emphasises how important contract towers are to its members: "Contract towers are a critical aspect of the FAA and operationally critical to the National Airspace System. It's a hugely successful programme and important to general aviation and business aviation to have that additional layer of safety."

Opportunity

An exciting development for contract towers is the demonstration of a remote tower installation at Leesburg Executive Airport, Virginia.

The system uses a series of cameras to provide controllers in a remote location - currently an airport conference room - with a view of traffic to enable them to manage it remotely.

Teri Bristol, the chief operating officer of the FAA Air Traffic Organization, in remarks to a recent AAAE/Contract Tower Workshop, described how the FAA is hopeful that this

demonstration will provide low cost options to bring air traffic services to smaller airports.

"Potentially, remote towers may be a more cost-effective way to provide airport traffic control tower service," she told delegates. "With the use of cameras, and possibly other sensors, controllers would manage the traffic without necessarily needing to be physically located at that airport. This would potentially mean we can avoid the costs associated with the traditional 'bricks and mortar' towers needed today, including reducing the cost of extensive refurbishment and replacement."

The FAA has also awarded a contract to Searidge Technologies to provide a remote tower at Fort Collins/Loveland airport in Colorado for another demonstration project and plans to issue a Request for Information to airports to see what further interest there is in remote towers.

Rune Duke, senior director for government affairs at the Airport Owners and Pilots Association (AOPA), is very supportive of the initiative and sees this as a cost-effective way to extend ATC services to a number of smaller airports that don't now qualify for a tower. "AOPA is embracing the new technology and encouraging the FAA to investigate ways to use this technology to enhance safety," explains Duke.

Under the Patronage of H.H. Sheikh Ahmed bin Saeed Al Maktoum,
President of Dubai Civil Aviation Authority, Chairman of Dubai Airports, Chairman and Chief Executive of Emirates Airlines and Group



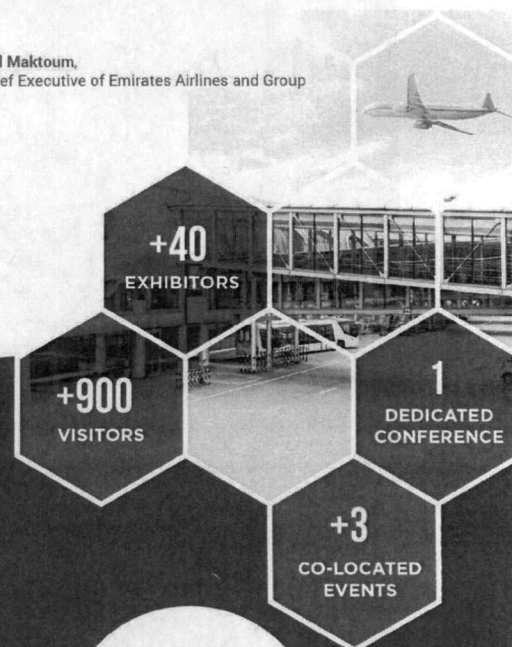
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