

**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, September 3, 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 (amended August 29, 2019)  
September 3, 2019**

- I. APPROVE AGENDA – ACTION ITEM**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
  - A. August 6, 2019 Regular Meeting – Motion to Approve – **Attachment #1 ACTION ITEM**
- IV. REPORTS**
  - A. Chairman Report
  - B. Blaine County Report
  - C. City of Hailey Report
  - D. Fly Sun Valley Alliance Report
  - E. Airport Manager Report
- V. AIRPORT STAFF BRIEF (5 Minutes Allotted)**
  - A. Noise Complaints in August
  - B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – **Attachment #2 - #4**
  - C. Airport Commercial Flight Interruptions (unofficial)
  - D. Review Correspondence
- VI. ACTION ITEMS (a vote may occur but is not required to be taken)**
  - A. NEW BUSINESS
    - 1. Recommendation of Award – Multi-Task Snow Removal Equipment **Attachment #5 ACTION ITEM**
    - 2. T-O Engineers Work Order 19-01 for Snow Removal Equipment Acquisition – **Attachment #6 ACTION ITEM**
    - 3. Potential Recommendation of Award – Utility Tractor **ACTION ITEM**
  - B. CONTINUING BUSINESS
    - 1. None
- VII. DISCUSSION AND UPDATES**
  - A. NEW BUSINESS
    - 1. Airport Planning Projects
      - i. Terminal Area Plan
  - B. CONTINUING BUSINESS
    - 1. Construction and Capital Projects
      - i. None
    - 2. Miscellaneous
      - i. Airport Entrance Sign Dedication
- VIII. PUBLIC COMMENT**
- IX. EXECUTIVE SESSION**
  - I.C. §74-206 (1),(c) To acquire an interest in real property which is not owned by a public agency
  - I.C. §74-206 (1),(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 208-788-4956 OR WRITING TO 1616 AIRPORT CIRCLE, HAILEY, IDAHO 83333.

**III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**

A. August 6, 2019 Regular Meeting – Motion to Approve – **Attachment #1 ACTION ITEM**

**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 August

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT	ACTION/RESPONSE
Hailey	8/7/2019	9:45 p.m.	Prop	Caller complained about a small loud prop plane that flew low over her house 3 times.	After some investigation it turned out to be a student pilot doing touch and goes. Ops manager notified caller.
Bellevue	8/9/2019	10:40 a.m.	F18	We received 3 calls from Bellevue about a very low and extremely loud jet that shook their windows.	Ops manager informed the callers that it was an F18 landing. They were friendly and appreciated the return call.
Hailey	8/11/2019	10:07 a.m.	F18	Received 9 calls about an extremely loud jet taking off.	Ops manager informed the callers that it was a military F18 departing. 4 of the callers were very upset and bothered by the incident. The others just curious or didn't seem to mind once they were informed that it was military.
Bellevue	8/11/2019	10:07 a.m.	F18	4 people from Bellevue called extremely upset about a very loud jet taking off.	Ops manager returned their calls but were unable to speak directly to them. He left messages informing them that it was a military F18 departing.

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

**Attachment #2** is Friedman Memorial Airport Profit & Loss Budget vs. Actual (unaudited)

**Attachment #3** is 2001 - 2019 ATCT Traffic Operations data comparison by month

**Attachment #4** is 2019 Enplanement, Deplanement and Seat Occupancy data

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

<b>June, 2019</b>		
Total Non-Federal Revenue	June, 2019	\$243,697.91
Total Non-Federal Revenue	June, 2018	\$216,862.11
Total Non-Federal Revenue	FY '19 thru June	\$2,528,346.52
Total Non-Federal Revenue	FY '18 thru June	\$2,154,948.28
Total Non-Federal Expenses	June, 2019	\$250,714.64
Total Non-Federal Expenses	June, 2018	\$240,663.67
Total Non-Federal Expenses	FY '19 thru June	\$2,717,113.84
Total Non-Federal Expenses	FY '18 thru June	\$2,264,546.23
Net Income excluding Federal Programs	FY '19 thru June	-\$188,767.32
Net Income excluding Federal Programs	FY '18 thru June	-\$109,597.95
Net Income to include Federal Programs	FY '19 thru June	-\$573,637.39
Net Income to include Federal Programs	FY '18 thru June	-\$64,390.93

C. Airport Commercial Flight Interruptions (unofficial):

<b>AIRLINE</b>	<b>FLIGHT CANCELLATIONS</b>	<b>FLIGHT DIVERSIONS</b>
August 1-31, 2019		
Alaska Airlines	N/A	N/A
Delta	N/A	N/A
United	N/A	N/A

D. Review Correspondence

None

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

### A. NEW BUSINESS

#### 1. Recommendation of Award – Multi-Task Snow Removal Equipment **Attachment #5** **ACTION ITEM**

As discussed at the August meeting, Staff continues to make improvements to its aging snow removal equipment fleet. An existing plow and broom are nearing the end of their useful lives and the new FAA requirements for runway condition reporting during snow events has increased equipment utilization and crew workload. Also, looking ahead to potential new approach procedures, we need to continue to enhance our snow removal capabilities.

The Idaho Falls Regional Airport recently opened bids on a piece of Multi-Tasking Snow Removal Equipment (MTE) which includes a carrier vehicle with a 24' front mount plow and a 22' mid-mount broom with air blast system. The low bidder was M-B Companies of New Holstein, WI with a price of \$680,114. The bid documents include a joint purchasing provision for other commercial service airports in Idaho including SUN.

The airport's FY20 Capital Improvement Program (CIP) includes an additional piece of SRE, specifically an MTE unit. This type of equipment is well suited for future snow removal operations at SUN. Per the direction from the Board at the August meeting, the Airport Manager has coordinated with the FAA, and the FAA is supportive of our request to procure this equipment.

Based on need and support from the FAA, Staff is requesting the Board's recommendation of award to M-B Companies in the amount of \$680,114. A recommendation of award is included in your packet as **Attachment #5**. The FAA will fund 93.75% of the purchase price. Delivery time is approximately 300 days.

#### 2. T-O Engineers Work Order 19-01 for Snow Removal Equipment Acquisition – **Attachment #6 ACTION ITEM**

To support the acquisition of the MTE, T-O Work Order 19-01 is included as **Attachment #6**. The Work Order includes services for justification of the equipment for FAA funding, award, procurement, closeout, and grant administration.

The amount of Work Order is \$22,314.57 based on a Time and Materials Not-to-Exceed amount. The FAA will fund 93.75% of the Work Order.

Staff is seeking the Board's approval of the Work Order.



3. Potential Recommendation of Award – Utility Tractor **ACTION ITEM**

Our current utility tractor is over 23 years old and is becoming increasingly unreliable and difficult to find parts for repairs. The tractor is used for mowing, snow removal on the airfield, and other basic airport maintenance needs.

Staff has solicited numerous quotes for a new tractor and is coordinating with airport legal counsel to review the quotes and ensure potential procurement is in compliance with state procurement requirements. Pending the outcome of the solicitation process and legal review, Staff may be recommending award for a new tractor at the meeting. Our FY2019 budget includes funds in a similar amount for a new half-ton pick-up truck, and budgeted funds will be redirected toward this tractor as procurement of this equipment has become a higher priority if acceptable to the Board.

Additional details will be provided to the Board at the meeting.

B. CONTINUING BUSINESS

1. None

VII. **DISCUSSION AND UPDATES**

A. NEW BUSINESS

1. Airport Planning Projects
  - i. Terminal Area Plan

As has been discussed at numerous FMAA meetings over the past few years, our increased airline activity and passenger demand as resulted in capacity constraints in the terminal and parking lot. While the recent airport master plan does address some of the issues, the current situation warrants a more detailed analysis of demand and options to address the resulting constraints.

To this end, the recent on-call airport planning selection includes a Terminal Area Plan effort to study the issues. Deliverable will include new activity forecasts, alternatives analysis, and a CIP and potential funding options for identified improvements. Staff has coordinated this need with the Finance/Lease Committee and our FAA ADO Project Manager, and both are supportive of the effort.

Staff will provide more detail about the planning process and answer any questions the Board may have at the meeting.

**B. CONTINUING BUSINESS**

**1. Construction and Capital Projects**

- i. None

**2. Miscellaneous**

- i. Airport Entrance Sign Dedication

Staff would like to discuss a date for a dedication ceremony for the new airport entrance sign.

**VIII. PUBLIC COMMENT**

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

**X. ADJOURNMENT**

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

**August 6, 2019  
5:30 P.M.**

**IN ATTENDANCE:**

**BOARD MEMBERS:** Chairman – Jacob Greenberg, Vice-Chairman Don Keirn, Ron Fairfax – Treasurer, Angenie McCleary – Secretary, Board - Fritz Haemmerle, Pat Cooley, Dick Fosbury

**FRIEDMAN MEMORIAL AIRPORT STAFF:** Airport Manager – Chris Pomeroy, Contracts/Finance Administrator – Lisa Emerick, Airport Operations Manager – Todd Emerick; Special Projects Coordinator/Executive Assistant – Steve Guthrie, Airport Administrative Coordinators – Sue Heaphy & Jenna Elliott

**CONSULTANTS:** T-O Engineers –Nathan Cuvala, Flight Tech Engineering – Alec Seybold, William E. Payne and Associates – Bill Payne, Centerlyne – Sarah Shepard & Candace Crew

**FLY SUN VALLEY ALLIANCE:** Carol Waller

**AIRPORT TENANTS/PUBLIC:** Atlantic Aviation – Brian Blackburn

**PRESS:** Idaho Mountain Express – Alejandra Buitrago

**CALL TO ORDER:**

The meeting was called to order at 5:33 p.m. by Chairman Greenberg.

**I. APPROVE AGENDA**

The agenda was approved as presented.

**II. PUBLIC COMMENT**

Brian Blackburn, Atlantic Aviation, thanked the Friedman Airport management team and staff for their extra efforts with the July fly-in event. He stated, given the increase in air traffic, he was impressed by the joint efforts between all parties to conduct a successful and safe event.

John Strauss, Glass Cockpit Aviation, thanked Atlantic Aviation and the Friedman Airport staff for their extra efforts during the July fly-in event. He also wanted to acknowledge the Hailey and Salt Lake City air traffic control for their extra efforts and keeping the air traffic moving during this busy time.

**III. PUBLIC HEARING**

**A. FY' 20 Budget – Motion to Approve – Attachment #1, #2**

The Board discussed the complexities of the budget clarified that the total 2020 budget amount is \$7,070,053.74.

**MOTION:** *Made by Vice-Chairman Keirn to approve the Fiscal Year 2020 Budget in the amount of \$7,070,053.74. Seconded by Board Member Fairfax.*

**PASSED UNANIMOUSLY**

**IV. APPROVE FMAA MEETING MINUTES**

**A. July 2, 2019 Regular Meeting Minutes Attachment #3**

**B. July 17, 2019 Special Meeting Minutes Attachment #4**

**MOTION:** *Made by Board Member McCleary to approve the July 2, 2019 Regular Meeting Minutes and July 17, 2019 Special Meeting Minutes. Seconded by Vice-Chairman Keirn.*

**PASSED UNANIMOUSLY**

## V. REPORTS

### A. Chairman Report

Chairman Greenberg reported he visited Denver with Airport Manager Pomeroy. Their visit included a tour of the Fort Collins and Centennial Airports and meetings with consultants regarding the remote tower program.

### B. Blaine County Report

No Report was given.

### C. City of Hailey Report

Mayor Haemmerle reported that he is always impressed by the fly-in event in July. He thanked Airport Manager Pomeroy and the Airport staff for all their efforts.

### D. Fly Sun Valley Alliance Report

No report was given.

### E. Treasurer's Report

Treasurer Fairfax provided an update on current 2019 budget and financial status.

#### **See Power Point Presentation Attachment #1**

Board Member McCleary asked Treasurer Fairfax when AIP funds are expected to be received. Treasurer Fairfax responded the funds are expected when the construction is completed. He also stated that AIP funding can shift from one year to the next depending on project schedules.

### F. Airport Manager Report (see Power Point Presentation)

- Airport Manager Pomeroy reported on the fly-in event held on July 9-14<sup>th</sup>. He stated it was one of the busiest events ever with 270 operations on the first day. He extended thanks to Atlantic Aviation, SUN Tower, SUN Operations, Greg Dyer from Jviation, and FAA Salt Lake Center. There was excellent communication and team effort between all involved, which was evident in the end results. There were no air carrier delays the first five days and only a slight delay on Sunday due to the event.
- Airport Manager Pomeroy reflected on the TSA checkpoint issues in the past and reported the new TSA PreCheck system that has been implemented at the airport is working very well and has resulted in decreased wait time at the TSA checkpoint.
- Airport Manager Pomeroy reported the airport entrance sign was installed two weeks ago. He expects solar lighting to be completed later this month.
- Airport Manager Pomeroy reported the need for snow removal equipment (SRE) is imminent and acquisition of a Multi-Tasking Snow Removal Vehicle will be needed in the near future.

## VI. AIRPORT STAFF BRIEF

- A. Noise Complaints in July
- B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data (See Attachment #5-#7)
- C. Airport Commercial Flight Interruptions (unofficial)
- D. Review Correspondence

## VII. ACTION ITEMS

### A. NEW BUSINESS

#### **1. Statements of Qualifications for 5-year Airport Planning Services – Consideration of Selection ACTION ITEM**

Airport Manager Pomeroy reported the submittal deadline for Statements of Qualification for the 5-year On-call Airport Planning Services was July 18, 2019. One submittal was received from Mead & Hunt. The submittal was provided to the selection committee members, which includes Board Members Fairfax, Fosbury, and Vice-Chairman Keirn.

Board Member and selection committee member Fosbury commented he was in favor of Mead & Hunt, given their professional staff and their prior successful work completed at SUN.

Vice-Chairman and selection committee member Keirn commented on Mead & Hunt's knowledge of our airport and stated his support of awarding Mead & Hunt

the contract as the 5-year On-Call Airport Planning Service provider.

Board Member and selection committee member Fairfax stated his support of the selection of Mead & Hunt based on their previous success, knowledge of the airport, and the fact that their subcontractors listed on contract have considerable understanding and experience working on projects at FMA and other airports of similar size.

***MOTION: Made by Board Member Haemmerle to approve the reselection of Mead & Hunt for the 5-year On-Call Airport Planning Services contract. Seconded by Board Member Fosbury.***

***PASSED UNANIMOUSLY***

B. CONTINUING BUSINESS

1. None

**VIII. DISCUSSION AND  
UPDATES**

A. NEW BUSINESS

1. Fiscal Year '20 Snow Removal Equipment (SRE) Acquisition – Idaho Falls SRE Bid Piggyback

Airport Manager Pomeroy reported the ability to piggyback on a recent Idaho Falls regional airport bid for SRE. The equipment is an MTE (multi-tasking equipment), plow and broom. The equipment is fast and efficient, essentially doing the work of two existing machines. Funds would come from expected AIP entitlement funds.

Board Member Haemmerle asked for clarification on snow removal equipment ordered last year. Airport Manager Pomeroy reported the equipment on order is a broom, and this request is for an MTE. He explained to the Board the FAA requirements on runway surfaces have changed significantly in the last few years; going from a 1/2 inch to an 1/8 inch of snow, which requires new and more productive equipment to meet these standards. Longevity of this new equipment is approximately 10 years according to T-O Engineers. The board approved Airport Manager Pomeroy to continue pursuit of this option.

B. CONTINUING BUSINESS

1. Construction and Capital Projects

- i. Parking Lot Landscaping

Airport Manager Pomeroy reported delays on landscaping. He is working with T-O Engineers and final completion of the project is expected in the next two weeks.

2. Airport Planning Projects

- i. Instrument Approach Development – Presentation by Flight Tech Engineering – Attachment #8

Presentation by Alec Seybold – Flight Tech Engineering. **See Power Point - Attachment #2**

Board Member Haemmerle asked for clarification on the safety of the potential new approach procedure. Seybold reported that these types of approach procedures have a higher level of safety as a result of advanced navigation and capabilities of the aircraft.

Board Member Fairfax asked if an LPV approach for general aviation, similar to what is being created for air carriers is possible. Seybold responded that this was a good idea and something he has researched. He will pursue this with FAA as this new approach is developed.

Airport Manager Pomeroy reminded the Board that full implementation of the approach is no guarantee that the air carriers will use it. There is a significant cost to the air carriers to upgrade their fleets to be able to fly the approach. There is also an additional annual cost to maintain the approach. Who will pay the annual maintenance costs will have to be determined.

The Board held additional discussion regarding the process and potential implementation.

- ii. Air Traffic Control Tower Replacement – Presentation by William E. Payne and Associates

Presentation by Bill Payne with William E. Payne and Associates.

**See Power Point -Attachment #3**

Board Member Fairfax asked how many other airports are applying for the Remote Tower Program. Payne answered there are four others, however we are a unique applicant given our location, weather, and surrounding landscape.

The Board held additional discussion regarding our remote tower application and FAA mandated tower replacement date.

- 3. Miscellaneous
  - i. None

**IX. PUBLIC COMMENT**

John Strauss, Glass Cockpit Aviation, commented that air traffic control is operating in a ground-based building in Salt Lake City Center using radar and controlling FMA airspace. He also stated the LPV (localizer performance with vertical guidance) approach procedure is required training for all pilots. Two other local airports, Jerome and Gooding, both have LPV approaches down to 200 feet due to the lack of mountains. In regard to safety, John Strauss assured the Board that all pilots nationwide train to those standards.

**X. EXECUTIVE SESSION –  
I.C. §74-206 (1)(c), and  
(1)(f)**

Executive Session was not held.

**XI. ADJOURNMENT**

The August 6, 2019 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 7:28 p.m.

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Angenie McCleary, 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.*

# Treasurer's Report



## Financial Summary as of 6/30/2019

Combined		Budget
Actual	Income	
Income as of June 30	\$ 3,717,244.39	\$ 9,680,794.92
Projected Income thru Sept. 30	\$ 4,549,937.90	
<b>Total Income</b>	<b>\$ 8,267,182.29</b>	
<b>Expenses</b>		
Expenses as of June 30	\$ 4,291,461.23	\$ 10,374,670.70
Projected Expenses thru Sept. 30	\$ 3,768,986.83	
<b>Total Expenses</b>	<b>\$ 8,060,448.06</b>	
<b>Net Income/Loss (Combined)</b>	<b>\$ 209,152.23</b>	<b>Net Income/Loss</b>
		<b><u>-\$693,875.78</u></b>

Operational		Budget
Actual	Income	
Income as of June 30	\$ 2,528,350.89	\$ 2,654,549.95
Projected Income thru Sept. 30	\$ 1,439,265.05	
<b>Total Income</b>	<b>\$ 3,967,615.94</b>	
<b>Expenses</b>		
Expenses as of June 30	\$ 2,715,014.54	\$ 2,696,672.35
Projected Expenses thru Sept. 30	\$ 1,091,115.40	
<b>Total Expenses</b>	<b>\$ 3,806,129.94</b>	
<b>Net Income/Loss (Combined)</b>	<b>\$ 161,486.00</b>	<b>Net Income/Loss</b>
		<b><u>-\$42,122.40</u></b>

### Projections

Cash/Accrual Summary as of 9/30/2018	\$ 2,819,981.76
Projected FY '19 Net Income/Loss	\$ 209,152.23
Anticipated Cash & Accrual as of 9/30/19	<b><u>\$ 3,029,133.99</u></b>





# **SUN Instrument Flight Procedure Assessment**

Friedman Memorial Airport

August 6<sup>th</sup>, 2019







## **Reason for the Study:**

How can Airport Flight Ops Access be improved during periods of inclement Weather?

### **What are these events?**

- Low Clouds
- Low Visibility
- Precipitation (Rain / Snow)
- Smoke / Haze

# Goals of the Feasibility Study

- Develop a new Performance Based Navigation (PBN) solution that's compatible with today's airline jet fleet operating at Hailey.
- Based on historical weather data, ensure the solution significantly reduces unnecessary diversions.
- Improve the passenger flying experience for the general public when utilizing the Friedman Memorial Airport.





# How is this different than Past efforts?

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SUN has performed considerable research in the past to explore and even implement solutions consisting of Microwave, Transponder, and traditional ILS based navigational aids.

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This study focused on advanced satellite-based technology, which is becoming more prevalent as the FAA moves away from traditional ground-based navigation infrastructure.

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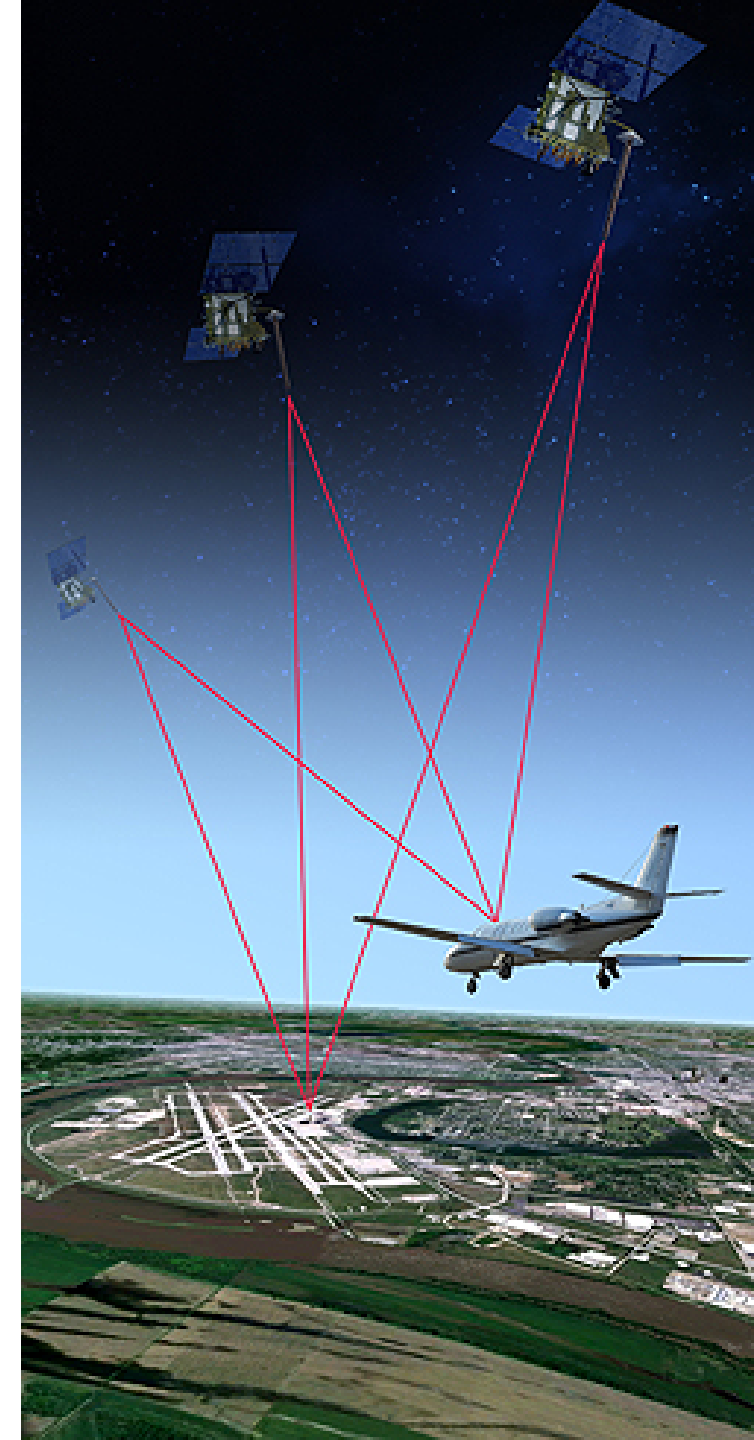
Accounts for the latest navigation system technology that is being installed on regional jet aircraft that are being delivered from the factory today.

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Goes beyond just a report, instead delivering a validated approach concept that can be implemented by future aircraft operators.

# Before we begin: Acronyms

- **IAP:** Instrument Approach Procedure – Guides aircraft safely from the enroute environment to ground for landing.
- **WAAS:** Wide Area Augmentation System augments the Global Positioning System (GPS), with the goal of improving its accuracy, integrity, and availability.
- **Minimums:** The cloud ceiling and visibility value which pilots can descend to on a approach before initiating a missed approach if they do not have the required visual references to continue descending and land on the runway.
- **PBN:** Performance Based Navigation (PBN). PBN is the basis for defining system performance requirements for navigation equipment and installation specifications.
- **RNAV:** Area Navigation (RNAV) enables aircraft to fly on any desired flight path rather than being constrained to an airway or ground based navaid.
- **RNP:** Required Navigation Performance is similar to Area Navigation (RNAV); but, RNP requires on-board navigation performance monitoring and alerting capability to ensure that the aircraft stays within a specific containment area.





# Approach Concepts Considered

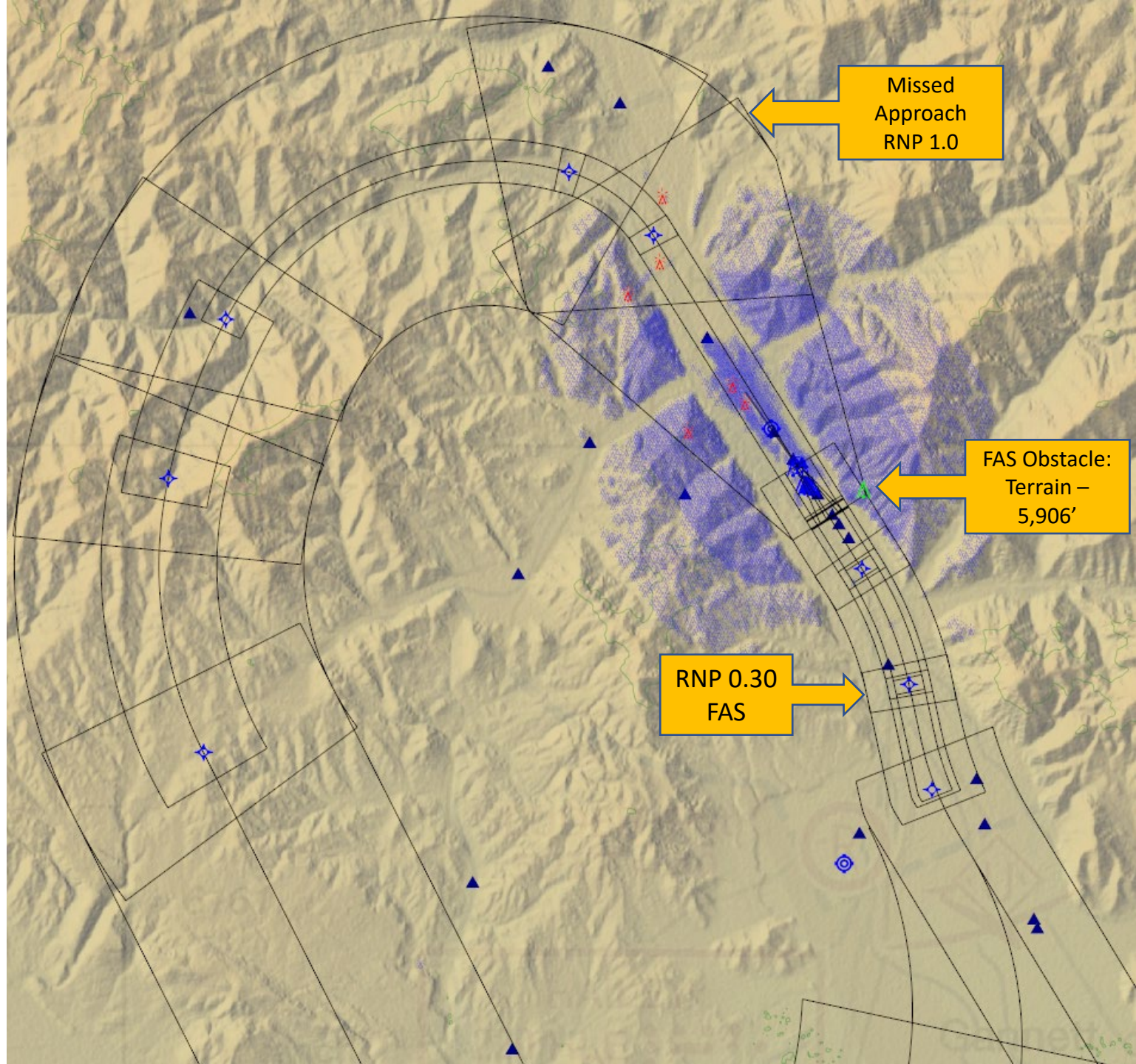
- Based on stakeholder outreach, two different approach types were initially studied.
- The first is a specialization of Area Navigation (RNAV) called **RNP**. There are two levels of RNP called basic and low (such as what Horizon uses).
- The RNP level air carriers use depends on equipage, certification, and training.
- Both levels of RNP were initially examined.
- Second, an Area Navigation (RNAV) approach using **WAAS GPS** guidance to provide precise horizontal and vertical path guidance was also studied.
- This specialization provides ILS style guidance but uses the satellite equivalent called **LPV** (Localizer Performance w/ Vertical Guidance).





# Basic RNP

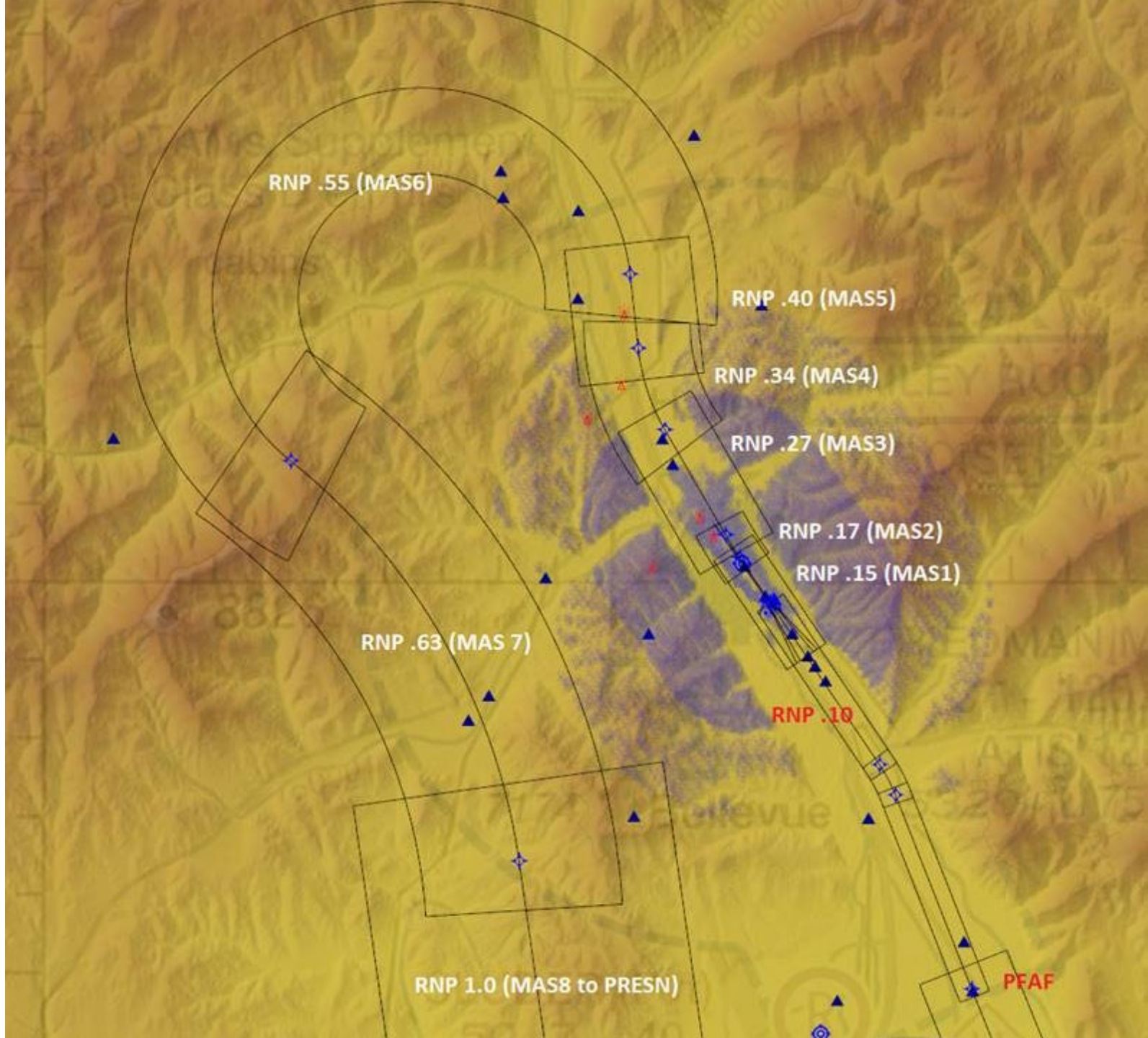
- Commonly referred to as RNP .30.
- The .30 nm half width of the standard RNP Final segment picks up terrain in areas parallel to the runway. This raises cloud minimums above 1200'
- The missed approach uses a standard RNP 1.0 segment which drives excessive climb gradients due to rising terrain near the runway environment.
- The Climb Gradient can be mitigated by raising the cloud minimums to above 1,600' AMSL, but this provides no benefit over existing public procedures.





# Low RNP

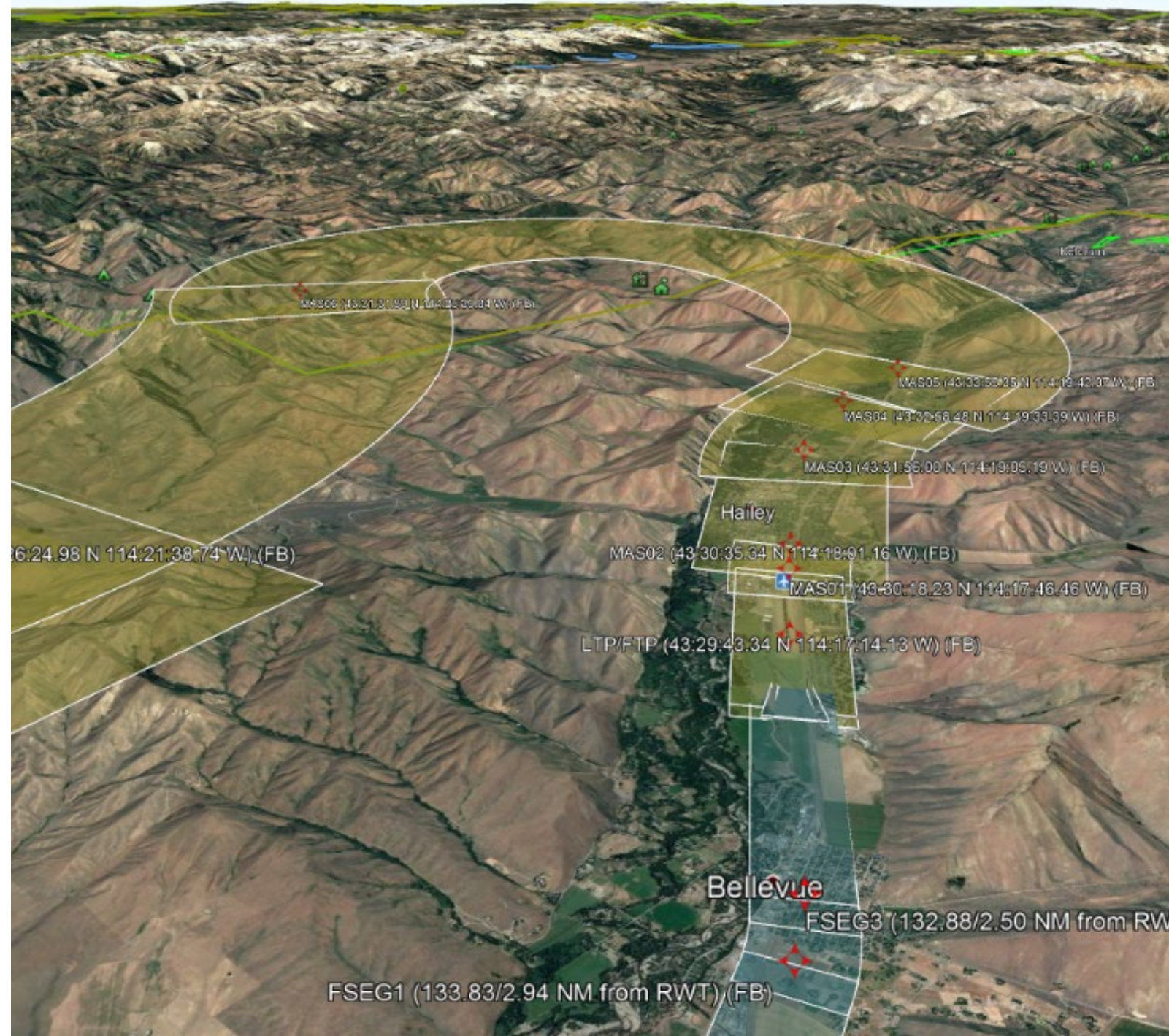
- When standard RNP design prevents the desired minimums from being achieved, an advanced level of RNP can be utilized commonly referred to as 'Low RNP'.
- Low RNP levels are between 0.10 and 0.30 in the final approach segment and uses a telescoping missed approach segment that begins at RNP values below 1.0.
- These smaller obstacle accountability areas help avoid high terrain.
- The tradeoff though is that its harder for operators (GA & airline) to obtain FAA approval to fly Low RNP procedures without significant investment in avionics, aircraft certifications, and crew training.





# Low RNP Minimums

- Approach Minimums of 286 ft above the runway (5,575' AMSL) and 7/8 statute mile visibility are possible for a Low RNP approach.





## Option #2:

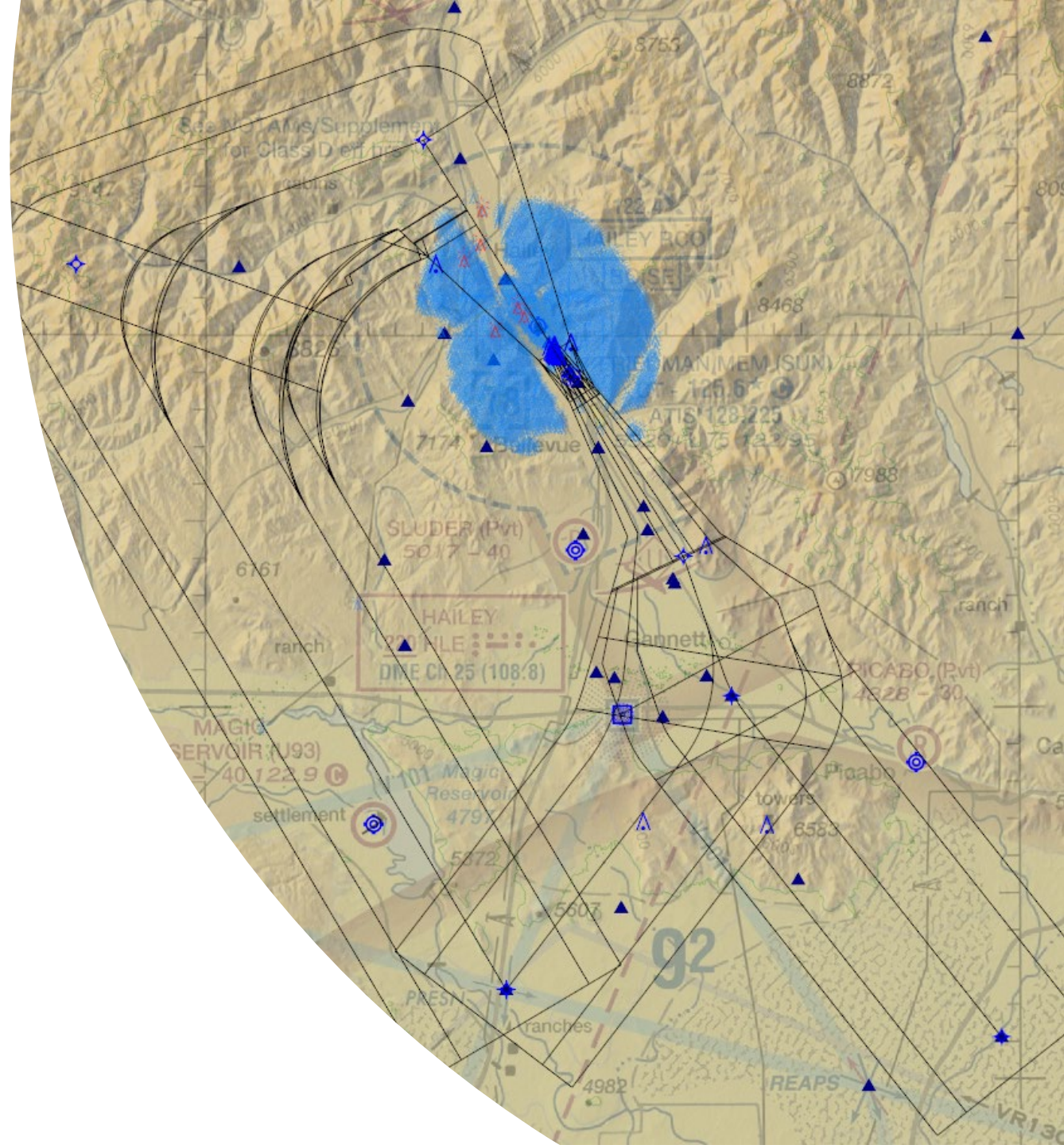
### RNAV (GPS) - Localizer Performance with Vertical Guidance (LPV)

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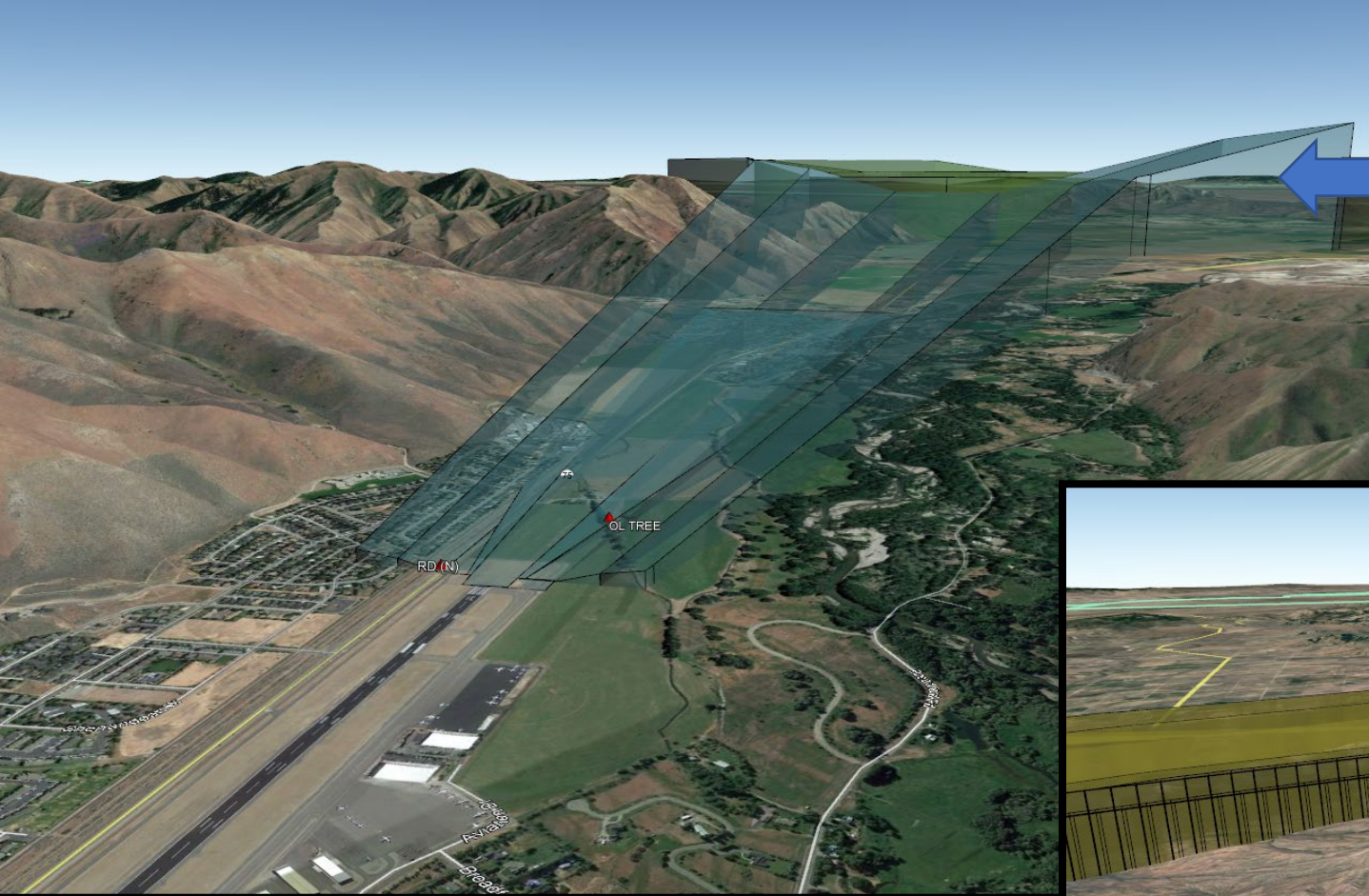
The second option studied was the development of a RNAV (GPS) Approach with an LPV line of minima. These wider surfaces are depicted in the image.

#### Highlights:

- This satellite-based approach utilizes WAAS Augmentation.
- Provides a Constant Descent Vertically Guided Approach
- Is similar to an ILS but without need for ground based nav aids.
- Utilizes a Standard RNAV missed approach.
- Preferred by General Aviation and Business Jet Operators due to equipment compatibility.

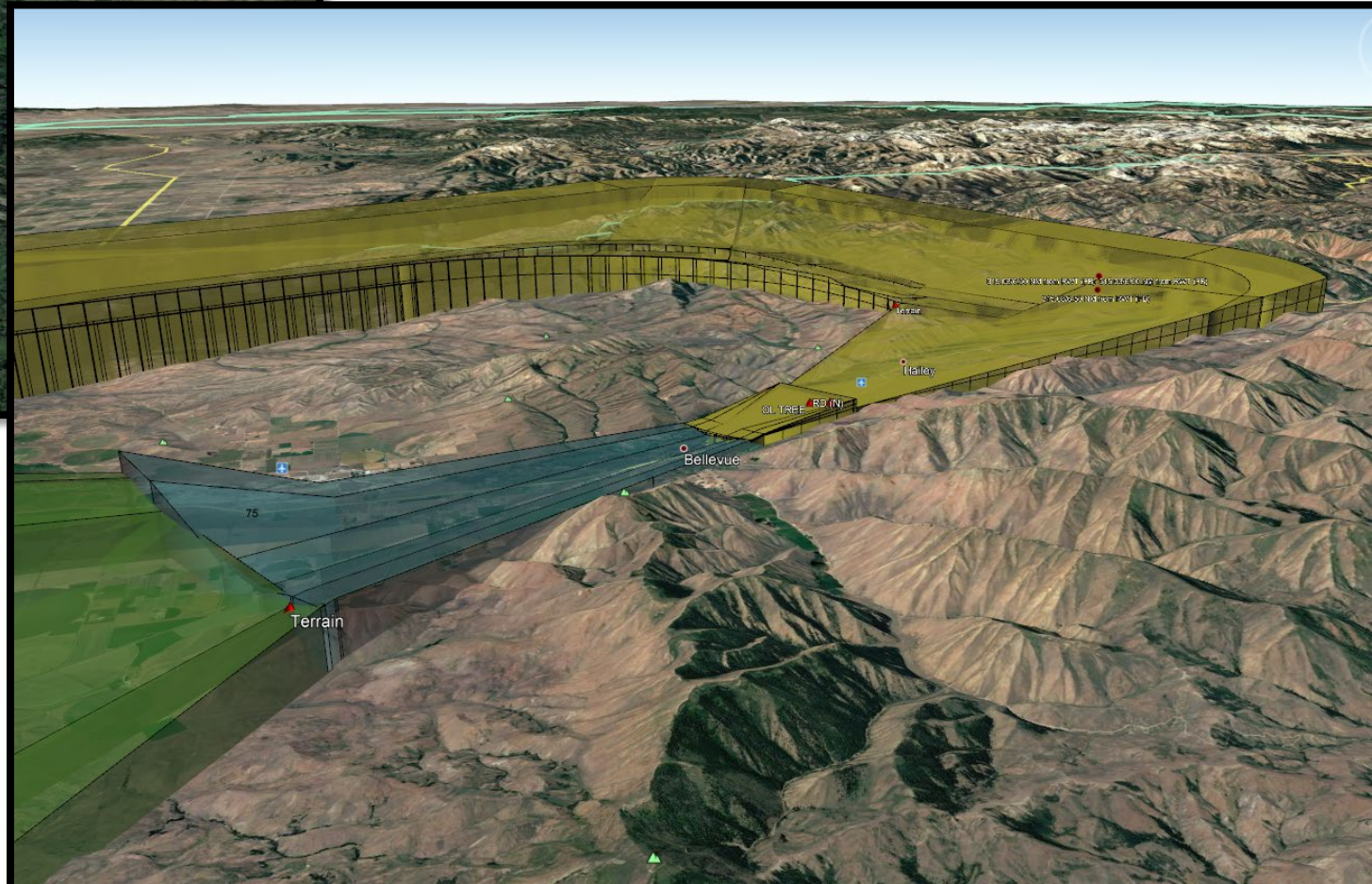






Vertically Guided Final Approach Segment

## Option #2 Continued



LPV Missed Approach Path

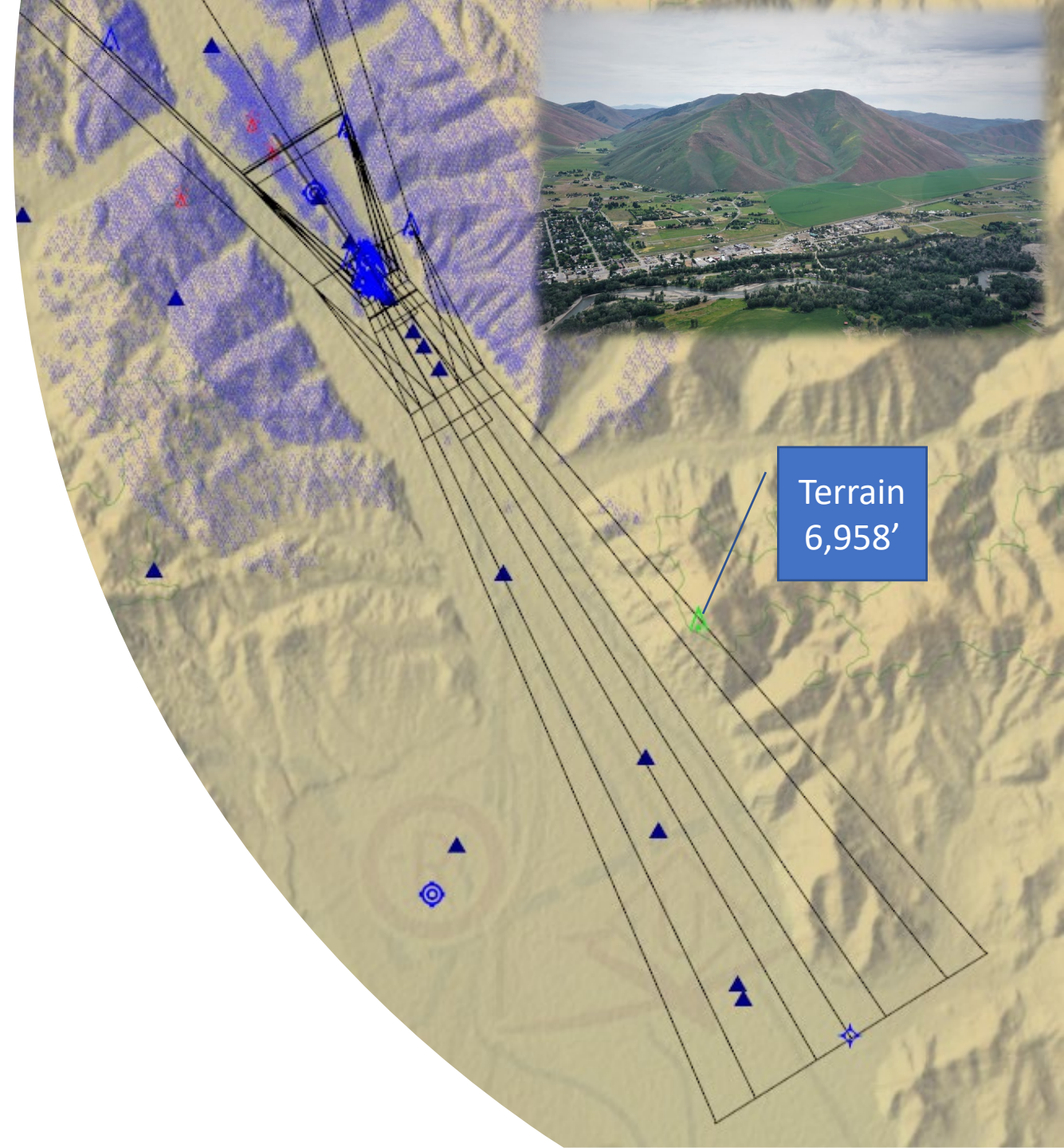




# Standard LPV Approach Assessment

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- A couple issues were noted upon completion of the initial build and assessment.
- The Final Approach segment crossed a mountainous peak named Lookout Mountain
- This required an excessive descent gradient (above 4.0 degrees) or an offset in excess of 3.0 degrees in order to clear terrain.
- These necessary adjustments would cause the procedure design to fall outside of standard criteria and be unusable by airline jet fleets.





# Next... Hybrid Assessment

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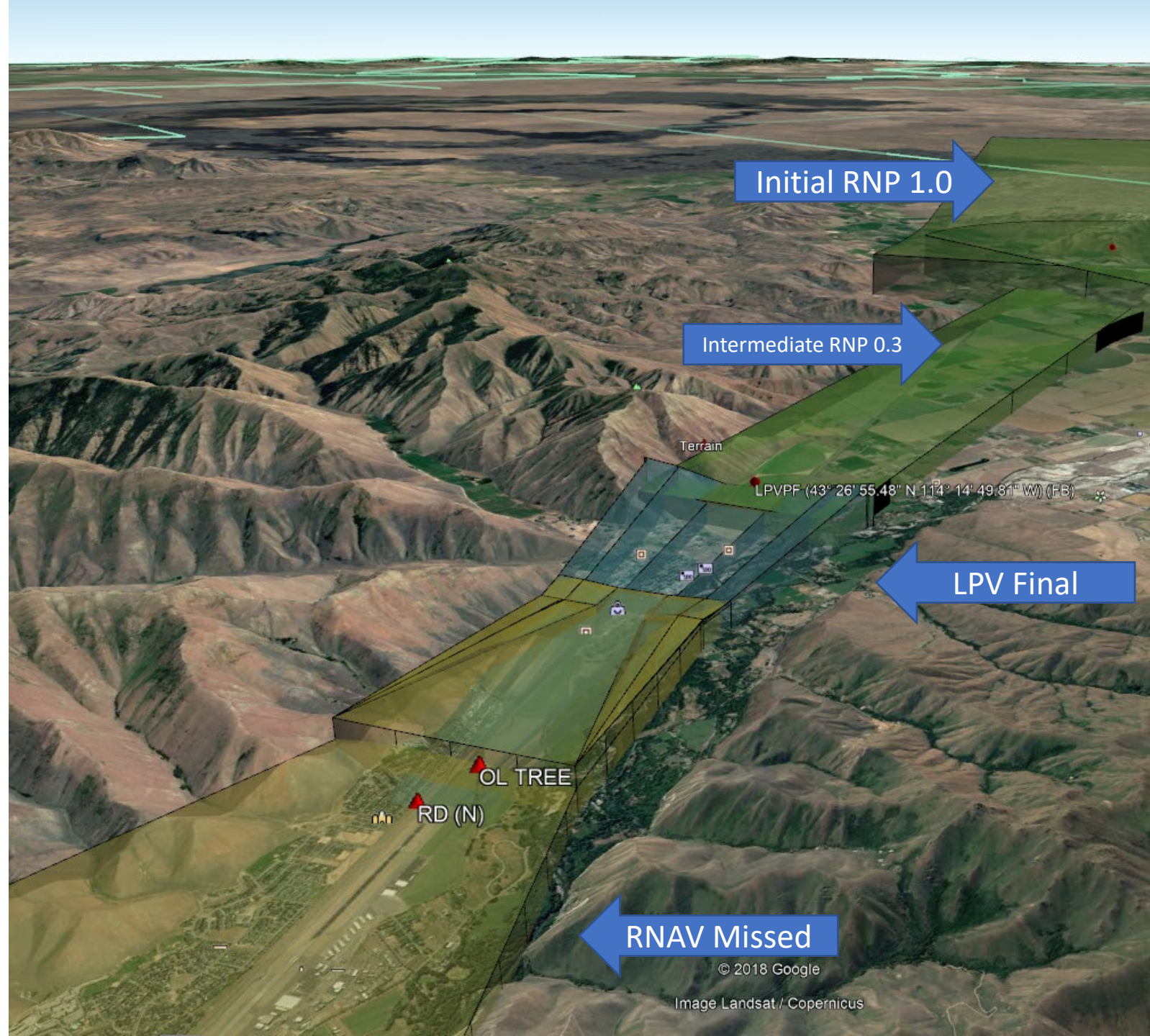
- As a result of the obstacle issues at Lookout Mountain, it was determined that a standard RNAV (GPS) procedure with an LPV line of minima is not possible at SUN without excessive deviations.
- Research then began on an alternative approach utilizing basic RNP initial segments that connect to a LPV final.
- The FAA has recently published design rules allowing for this new hybrid approach concept.





# Option #3: Hybrid Standard RNP to LPV Final

- Utilizes an RNP Initial (1.0) and Intermediate (0.3) segment to connect to a RNAV final segment with LPV line of minima.
- Initial & Intermediate segments avoid terrain features.
- Allows for a optimized alignment of the final approach course.
- Allows for reduced Vertical Descent Angle of 3.50 degrees.
- Does not require certification for Low RNP (i.e. below 0.3)
- Provides cloud ceiling minimums of 343 ft above the runway an 1 mile visibility.





# Simulator Evaluation

- From the assessment, one approach concept was then chosen for Simulator testing to validate the procedure in the aircraft that will actually be flying the approach.
- Based on feedback from the lead air carrier, the Hybrid LPV procedure was chosen to test.
- The first evaluation was performed in the FMS Laboratory at Honeywell Aerospace in Phoenix.
- The second evaluation was completed in the full motion Embraer 170/175 simulator at Flight Safety International in Denver, CO.
- Both simulator evaluations proved successful and the feedback from the pilots was encouraging.



# Reliability Improvements from a new Approach

A weather study previously performed by T-O Engineers identified how improved approach minimums benefited Airport Access.

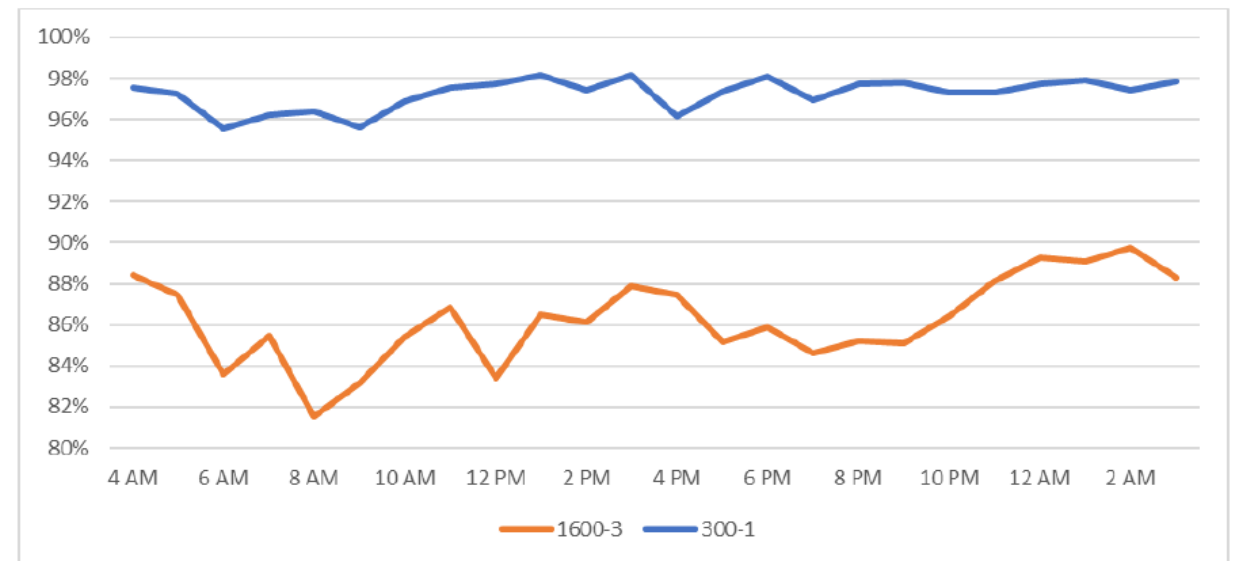
An approach with ceiling and visibility values between 300-400 ft and 1 mile visibility would result in an improvement of 78% over the existing public approach.

Table 2 – Percent Minima Met and Improvement from 1600' and 3 Miles

APPROACH Ceiling and Visibility	ANNUAL		NOV. - MAR.	
	Minima Met	Improvement	Minima Met	Improvement
1600-3	94.2%	-	87.7%	-
900-2.5	95.9%	29.6%	91.2%	28.1%
900-2	96.4%	38.1%	92.2%	36.2%
900-1	97.0%	48.0%	93.4%	46.5%
700-1	97.8%	62.0%	95.1%	60.3%
500-1	98.4%	71.7%	96.4%	70.5%
400-1	98.5%	75.0%	96.8%	74.1%
300-1	98.8%	79.3%	97.4%	78.4%

Source: T-O Engineers and SUN AWOS data

Figure 3 – Hourly Minima Trend on Percent Met Basis for 1600-3 and 300-1

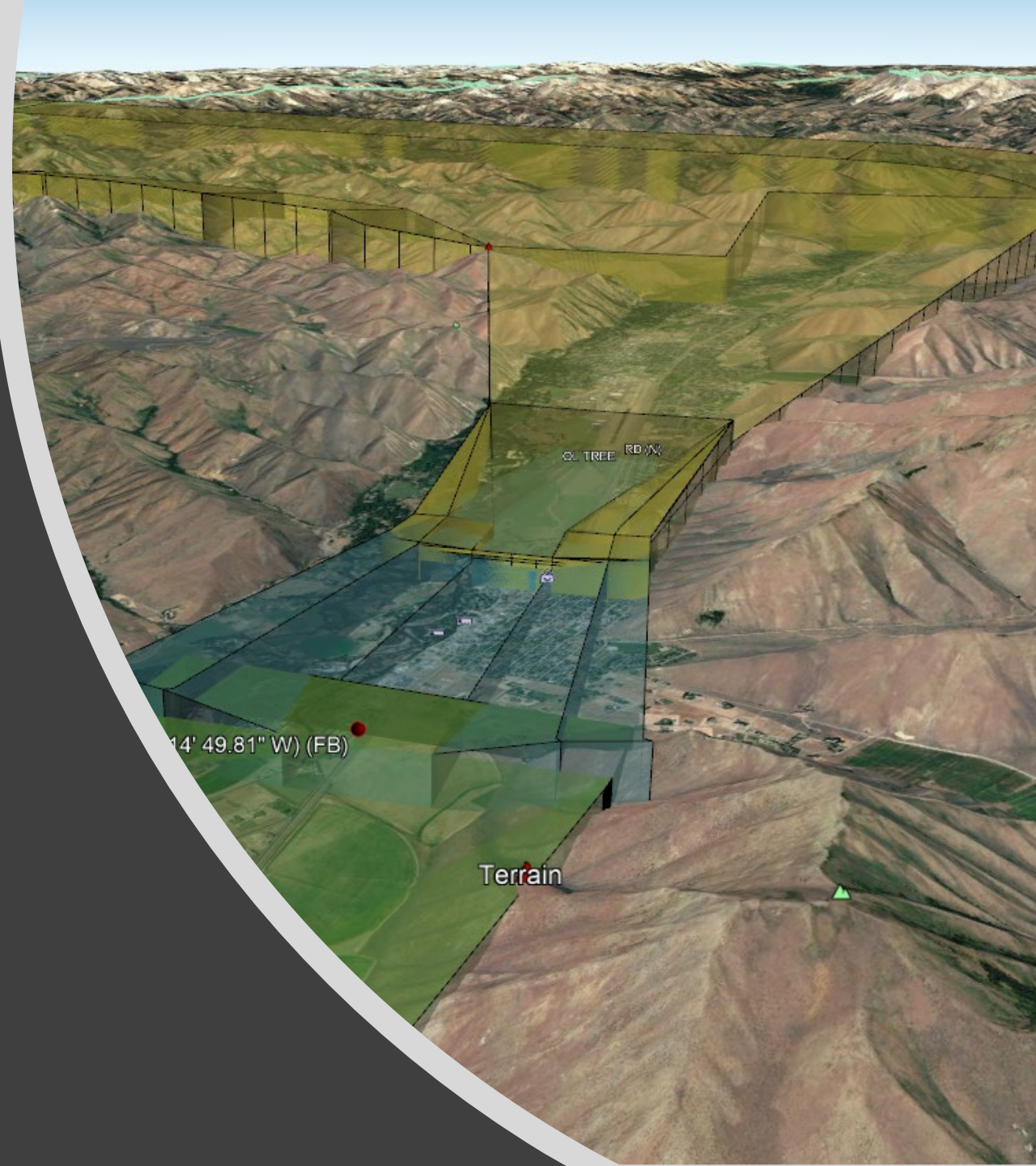


Source: T-O Engineers and SUN AWOS data



# Implementation Tasks

- ✓ Finalize RNP to LPV design concept
- ✓ Formally introduce design package to the FAA Western Region office in SEA (with airport manager)
- ✓ Meet with SLC Air Route Traffic Control Center to perform airspace coordination and receive approval.
- ✓ Develop encoding and charting data.
- ✓ Perform simulator evaluation with lead air carrier and FAA.
- ✓ Perform Flight Validation & Airborne Obstacle Assessment with E-175
- ✓ Submit approach to FAA Procedure Review Board
- ✓ Aircraft Operator Onboarding of Special Procedure w/ FAA





# Timelines & Cost of developing a special approach

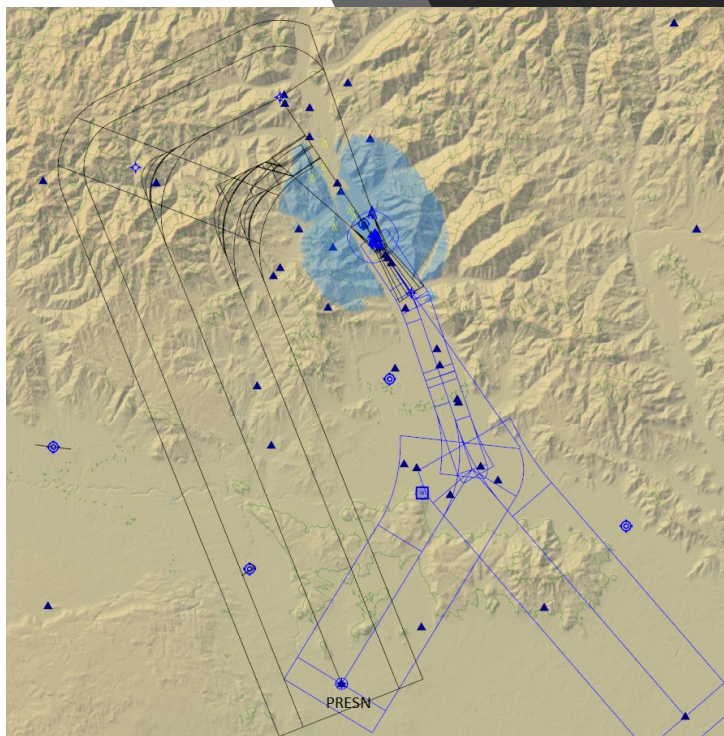
✓ **7-10 month Timeline**– Which is variable due to FAA review process, government funding lapses, and lead aircraft navigation upgrades, etc.

Since the initial feasibility assessment has already been completed, the overall cost has been reduced.

From concept to implementation: \$49,719

What factors in to the cost:

-A total of three people specializing in Approach design, Charting & FMS encoding, Quality Assurance, Flight Validation, and travel.



# End of Presentation



FOR MORE EXAMPLES OR  
SPECIFIC QUESTIONS ABOUT A  
PREVIOUS OR ONGOING  
PROJECT, PLEASE CONTACT  
ALEC SEYBOLD (PRINCIPAL) AT  
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# Friedman Memorial Airport Authority Board Airport Traffic Control Discussion



August 6, 2019

# Traditional ATCT – Remote Tower Comparison

## Legacy ATCT

A multistory, single use facility designed to provide air traffic controllers with an unobstructed view of the airport movement area and local airspace.

### Advantages:

- Widely used throughout the NAS;
- Certified to provide Class D Airspace air traffic control;
- Straightforward development siting, design and construction.

### Disadvantages:

- Requires 3-5 years to site, design and construct;
- Fixed structure not readily adaptable to accommodate airport growth;
- Not easily repurposed at the end of useful life;
- High capital and O&M cost.

## Remote Tower

A non-traditional facility providing air traffic controllers a comprehensive view of the airport surface and local airspace by employing variety of sensors, visual, track-based, IR, etc.

### Advantages:

- System is readily scalable and expandable to accommodate airport growth;
- Provides controllers with enhanced situational awareness through visual target designation, tagging and tracking based on sensor inputs (radar, ADS-B, visual, IR, etc.);
- Digital video technologies, such as stitching and digital zooming, coupled with tracking pan-tilt-zoom cameras provide the controller with powerful tools that substantially improve the out-of-the-window view over a traditional ATCT;
- Less environmental impact than construction of a legacy ATCT
- Lower capital and O&M costs.

### Disadvantages:

- Video display cannot exactly reproduce the out-of-the-window view from a legacy ATCT;
- Currently there is no certified remote tower system in the NAS;
- Will require 1 year to construct facility, install infrastructure and 2-3 years to certify the system.

# Status of Remote Towers in the United States

- **FAA Focus:**

1. Remote Tower Pilot Program – Identify and select airport(s) to participate in the Remote Tower Pilot Program as required in the 2018 FAA Reauthorization ACT;
2. Establish Certification Process - Validate the process, moving forward, to be used to certify remote towers, based on lessons learned from existing efforts.

- **2018 FAA Reauthorization Bill:**

1. Federal Contract Tower (FCT) - Remote Towers eligible for inclusion in the FCT Program;
2. AIP Funding – Remote Towers AIP eligible after certification.

- **Current FAA Remote Tower Projects in United States:**

1. Northern Colorado Regional Airport (FNL) – Loveland - Ft. Collins Colorado:
  - a. Undergoing passing operational testing;
  - b. System optimization and factory acceptance testing.
2. Leesburg Executive Airport (JYO) - Leesburg, Virginia:
  - a. In operational/certification testing;
  - b. Undergoing an FAA safety analysis in advance of certification.

# Remote Towers Under Evaluation in the NAS

## NORTHERN COLORADO REGIONAL AIRPORT (FNL) Loveland, Colorado

### Airport Data:

- General Aviation - Two Runways
- Annual Operations -94,900±

### Remote Tower System Status:

- System Optimization and Initial Functional Testing
- Certification expected – 2020

### System Configuration:

- Distributed Camera Array - stitched video display
- Track-based (radar) display
- Radar tracking and tagging on video displays



## LEESBURG EXECUTIVE AIRPORT (JYO) Leesburg, Virginia

### Airport Data:

- General Aviation - Single Runway
- Annual Operations – 106,580±

### Remote Tower System Status:

- Operational Testing
- Certification expected– 2020

### System Configuration:

- Single 360° Camera Array
- Utilizes Video Tracking





## Activities To Date

- **Board expressed desire to pursue a remote tower solution**
- **Congressional and State Action** - Idaho Congressional Delegation and State Aeronautics sent letters to the FAA Administrator expressing support for the Board's remote tower position.
- **Coordination and Meetings with FAA**
  - Brief FAA executives on mandate to relocate existing ATCT 2023;
  - Discuss options to meet the FAA mandated requirement to relocate the ATCT;
  - Obtain agreement to relax 2023 mandated deadline based on positive forward movement;
  - Pursue agency support for the Friedman Memorial Airport to be included in the Remote Tower Pilot Program;
  - Meetings - FAA Lines of Business:
    - COO Air Traffic Organization;
    - Associate Administrator for Airports;
    - Vice President Program Management Office;
    - Director NextGen Remote Tower Programs;
    - Director Air Traffic Policy and Implementation;
    - Manager Federal Contract Tower Program Office;
    - Manager Surveillance Broadcast Services (SBS) Program Office.



# Remote Tower Vendor Meetings and Demonstrations:

- **Searidge Technologies – Ottawa, Canada**
  - **United States Projects:**  
Northern Colorado Regional Airport – Loveland, Colorado
  - **Outside US:** Hungary, Singapore, Hong Kong
- **Saab Sensis – Syracuse, New York**
  - **United States Projects:**  
Leesburg Executive Airport – Leesburg, Virginia
  - **Outside US:** Sweden, UK
- **Raytheon-Frequentis – Columbia, Maryland**
  - **United States Projects:**  
US Military Evaluation - Air Force, Navy and Marines
  - **Outside US:** Germany, Austria, New Zealand
- **Kongsberg – Alexandria, Virginia**
  - **United States Projects – None**
  - **Outside US : Norway**

# Remote Tower Funding Options

## **A. Remote Tower Pilot Program - 2018 FAA Reauthorization Bill: Selection Criteria**

1. 1- Non-hub airport;
2. 3- Non-primary airports without an existing ATCT;
3. 1- Airport with an existing ATCT in the Federal Contract Tower Program;
4. 1- Airport at the discretion of the Administrator.

## **B. AIP - 2018 FAA Reauthorization Act:**

1. Implementation of a remote tower in the Pilot Program is AIP eligible;
2. Remote Tower Program airport is eligible for FCT Program.

## **C. Service Provider Model:**

1. Vendor funds cost of Remote Tower System implementation;
2. Cost of system implementation could be amortized over a selected contract period (10, 15, 20 years, etc.)
3. FAA is responsible for certification of the system;
4. An airport should be able to demonstrate a positive business case before embarking on this path.

## Path Forward

- Continue to work with the FAA to ensure Hailey is selected as one of the Remote Tower Pilot Program airports;
- Work with the Idaho Congressional Delegation to develop a strategy to support Hailey's inclusion in the Remote Tower Pilot Program by:
  - Meeting with the FAA;
  - Direct request to the Secretary of Transportation.
- Get support from the National Air Traffic Controllers Association (NATCA) for Hailey's inclusion in the Remote Tower Pilot Program;
- Coordinate with the Airports District Office (ADO) on relaxation of the 2023 mandate and support of the remote tower solution;
- Engage with remote tower vendors to get possible political support and alternative funding options for a remote tower.

# Questions/Discussion



# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual (COMBINED '19)

Ordinary Income/Expense	Oct '18 - Jun 19	Budget	\$ Over Budget	% of Budget
<b>Income</b>				
4000-00 · AIRCARRIER				
4000-01 · Aircarrier - Lease Space	196,878.41	262,499.00	-65,620.59	75.0%
4000-02 · Aircarrier - Landing Fees	139,869.34	127,000.00	12,869.34	110.1%
4000-03 · Aircarrier - Gate Fees	0.00	0.00	0.00	0.0%
4000-04 · Aircarrier - Utility Fees	270.00	22,500.00	-22,230.00	1.2%
4010-07 · Aircarrier - '14 PFC App	273,444.78	289,900.00	-16,455.22	94.3%
<b>Total 4000-00 · AIRCARRIER</b>	<b>610,462.53</b>	<b>701,899.00</b>	<b>-91,436.47</b>	<b>87.0%</b>
4020-00 · TERMINAL AUTO PARKING REVENUE				
4020-01 · Automobile Parking - Terminal	356,057.00	335,000.00	21,057.00	106.3%
<b>Total 4020-00 · TERMINAL AUTO PARKING REVENUE</b>	<b>356,057.00</b>	<b>335,000.00</b>	<b>21,057.00</b>	<b>106.3%</b>
4030-00 · AUTO RENTAL REVENUE				
4030-01 · Automobile Rental - Commission	348,057.83	430,000.00	-81,942.17	80.9%
4030-02 · Automobile Rental - Lease Space	21,219.84	21,108.77	111.07	100.5%
4030-03 · Automobile Rental - Auto Prkng	66,198.00	63,599.64	2,598.36	104.1%
4030-04 · Automobile Rental - Utilities	1,366.44	1,350.00	16.44	101.2%
<b>Total 4030-00 · AUTO RENTAL REVENUE</b>	<b>436,842.11</b>	<b>516,058.41</b>	<b>-79,216.30</b>	<b>84.6%</b>
4040-00 · TERMINAL CONCESSION REVENUE				
4040-01 · Terminal Shops - Commission	7,175.33	3,750.02	3,425.31	191.3%
4040-02 · Terminal Shops - Lease Space	0.00	0.00	0.00	0.0%
4040-03 · Terminal Shops - Utility Fees	1,411.45	1,125.00	286.45	125.5%
4040-10 · Advertising - Commission	31,320.65	39,000.00	-7,679.35	80.3%
4040-11 · Vending Machines - Commission	8,682.22	12,000.00	-3,317.78	72.4%
4040-12 · Terminal ATM	825.00	675.00	150.00	122.2%
<b>Total 4040-00 · TERMINAL CONCESSION REVENUE</b>	<b>49,414.65</b>	<b>56,550.02</b>	<b>-7,135.37</b>	<b>87.4%</b>
4050-00 · FBO REVENUE				
4050-01 · FBO - Lease Space	118,433.37	118,395.00	38.37	100.0%
4050-02 · FBO - Tiedown Fees	152,829.00	180,000.00	-27,171.00	84.9%
4050-03 · FBO - Landing Fees - Trans.	203,236.07	225,000.00	-21,763.93	90.3%
4050-04 · FBO - Commission	19,352.44	18,000.00	1,352.44	107.5%
4050-07 · FBO - Miscellaneous	100.00	0.00	100.00	100.0%
<b>Total 4050-00 · FBO REVENUE</b>	<b>493,950.88</b>	<b>541,395.00</b>	<b>-47,444.12</b>	<b>91.2%</b>
4060-00 · FUEL FLOWAGE REVENUE				
4060-01 · Fuel Flowage - FBO	216,035.67	210,000.00	6,035.67	102.9%
<b>Total 4060-00 · FUEL FLOWAGE REVENUE</b>	<b>216,035.67</b>	<b>210,000.00</b>	<b>6,035.67</b>	<b>102.9%</b>
4070-00 · TRANSIENT LANDING FEES REVENUE				
4070-02 · Landing Fees - Non-Comm./Gov't	218.82	0.00	218.82	100.0%
<b>Total 4070-00 · TRANSIENT LANDING FEES REVENUE</b>	<b>218.82</b>	<b>0.00</b>	<b>218.82</b>	<b>100.0%</b>



# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual (COMBINED '19)

	Oct '18 - Jun 19	Budget	\$ Over Budget	% of Budget
<b>4080-00 · HANGAR REVENUE</b>				
4080-01 · Land Lease - Hangar	453,538.14	455,512.50	-1,974.36	99.6%
4080-02 · Land Lease - Hangar/Trans. Fee	13,661.25	0.00	13,661.25	100.0%
4080-03 · Hangar/Utilities (E8,11,24)	0.00	1,350.00	-1,350.00	0.0%
4080-05 · Land Lease - FMA Hangar Rentals	25,210.46	26,250.00	-1,039.54	96.0%
<b>Total 4080-00 · HANGAR REVENUE</b>	<b>492,409.85</b>	<b>483,112.50</b>	<b>9,297.35</b>	<b>101.9%</b>
<b>4090-00 · TIEDOWN PERMIT FEES REVENUE</b>				
4090-01 · Tiedown Permit Fees (FMA)	12,360.34	10,000.00	2,360.34	123.6%
<b>Total 4090-00 · TIEDOWN PERMIT FEES REVENUE</b>	<b>12,360.34</b>	<b>10,000.00</b>	<b>2,360.34</b>	<b>123.6%</b>
<b>4100-00 · CARGO CARRIERS REVENUE</b>				
4100-01 · Cargo Carriers - Landing Fees	8,418.02	7,400.00	1,018.02	113.8%
4100-02 · Cargo Carriers - Tiedown	2,970.00	3,000.00	-30.00	99.0%
<b>Total 4100-00 · CARGO CARRIERS REVENUE</b>	<b>11,388.02</b>	<b>10,400.00</b>	<b>988.02</b>	<b>109.5%</b>
<b>4110-00 · MISCELLANEOUS REVENUE</b>				
4110-01 · Misc. Revenue	112.36	0.00	112.36	100.0%
4110-05 · Misc. Incident/Accident	-1,147.90	0.00	-1,147.90	100.0%
4110-09 · Miscellaneous Expense Reimburse	8.75	0.00	8.75	100.0%
<b>Total 4110-00 · MISCELLANEOUS REVENUE</b>	<b>-1,026.79</b>	<b>0.00</b>	<b>-1,026.79</b>	<b>100.0%</b>
<b>4120-00 · GROUND TRANSP. PERMIT REVENUE</b>				
4120-01 · Ground Transportation Permit	22,000.00	19,000.00	3,000.00	115.8%
4120-02 · GTSP - Trip Fee	3,840.00	3,750.02	89.98	102.4%
<b>Total 4120-00 · GROUND TRANSP. PERMIT REVENUE</b>	<b>25,840.00</b>	<b>22,750.02</b>	<b>3,089.98</b>	<b>113.6%</b>
<b>4400-00 · TSA/SECURITY</b>				
4400-02 · Terminal Lease	30,273.75	30,285.00	-11.25	100.0%
4400-03 · Security Prox. Cards	30,750.00	27,000.00	3,750.00	113.9%
<b>Total 4400-00 · TSA/SECURITY</b>	<b>61,023.75</b>	<b>57,285.00</b>	<b>3,738.75</b>	<b>106.5%</b>
<b>4500-00 · IDAHO STATE GRANT PROGRAM REV.</b>				
4500-18 · SUN-18 SKW E-175 Certification	25,000.00	25,000.00	0.00	100.0%
4500-19 · SUN-19 AIP Sponsor Match	15,000.00	0.00	15,000.00	100.0%
<b>Total 4500-00 · IDAHO STATE GRANT PROGRAM REV.</b>	<b>40,000.00</b>	<b>25,000.00</b>	<b>15,000.00</b>	<b>160.0%</b>
<b>4510-00 · DOT/Small Community Air Service</b>				
4510-01 · Small Community Air Service	0.00	369,700.00	-369,700.00	0.0%
4510-02 · Local Match Contribution	0.00	0.00	0.00	0.0%
<b>Total 4510-00 · DOT/Small Community Air Service</b>	<b>0.00</b>	<b>369,700.00</b>	<b>-369,700.00</b>	<b>0.0%</b>

# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual (COMBINED '19)

	Oct '18 - Jun 19	Budget	\$ Over Budget	% of Budget
4520-00 - INTEREST REVENUE				
4520-01 - Interest Revenue - General	36,814.47	0.00	36,814.47	100.0%
4520-07 - Interest Revenue - '14 PFC	74.45	37.52	36.93	198.4%
4520-08 - Finance Fee Revenue	5.12	0.00	5.12	100.0%
Total 4520-00 - INTEREST REVENUE	36,894.04	37.52	36,856.52	98,331.7%
4742-00 - AIP 42 - Project Air Carr. Apr				
4742-01 - AIP '42 Air Carr. Apron	25,566.99	0.00	25,566.99	100.0%
Total 4742-00 - AIP 42 - Project Air Carr. Apr	25,566.99	0.00	25,566.99	100.0%
4743-00 - AIP 43 - Air Carrier /Pkg. Lot				
4743-01 - AIP 43 - Air Carrier/Pkg. Lot	330,959.26	0.00	330,959.26	100.0%
Total 4743-00 - AIP 43 - Air Carrier /Pkg. Lot	330,959.26	0.00	330,959.26	100.0%
4744-00 - AIP '44 RPZ Acquisition EA				
4744-01 - AIP '44 - RPZ Acquisition - EA	2,866.78	0.00	2,866.78	100.0%
4744-00 - AIP '44 RPZ Acquisition EA - Other	0.00	0.00	0.00	0.0%
Total 4744-00 - AIP '44 RPZ Acquisition EA	2,866.78	0.00	2,866.78	100.0%
4745-00 - AIP '45 Terminal Apron Expan				
4745-02 - AIP '45 Expand AC Apr	0.00	0.00	0.00	0.0%
4745-01 - AIP '45 Terminal Apron Expan	503,143.10	0.00	503,143.10	100.0%
Total 4745-00 - AIP '45 Terminal Apron Expan	503,143.10	0.00	503,143.10	100.0%
4746-00 - AIP '46 Acquire SRE ARFF				
4746-01 - AIP '46 Acquire SRE ARFF	12,838.14	0.00	12,838.14	100.0%
4746-00 - AIP '46 Acquire SRE ARFF - Other	0.00	0.00	0.00	0.0%
Total 4746-00 - AIP '46 Acquire SRE ARFF	12,838.14	0.00	12,838.14	100.0%
Total Income	3,717,245.14	3,339,187.47	378,057.67	111.3%
Gross Profit	3,717,245.14	3,339,187.47	378,057.67	111.3%
Expense				
EXPENDITURES				
"A" EXPENSES				
5000-01 - Salaries - Airport Manager	115,205.34	111,278.89	3,926.45	103.5%
5000-02 - Salaries - Assist. Airpt. Manag	0.00	0.00	0.00	0.0%
5010-00 - Salaries - Contracts/Finance Adm	109,868.36	79,814.01	30,054.35	137.7%
5010-01 - Salaries - Office Assist.	141,671.17	157,067.19	-15,396.02	90.2%
5010-02 - Salaries - Public Info Officer	0.00	26,250.02	-26,250.02	0.0%
5020-00 - Salaries - ARFF/OPS Manager	85,364.71	77,267.25	8,097.46	110.5%
5030-00 - Salaries - ARFF/OPS Specialist	335,774.23	316,856.77	18,917.46	106.0%
5040-00 - Salaries-ASC/Sp.Prjct./Ex. Assi	64,646.07	59,444.27	5,201.80	108.8%
5050-00 - Salaries-Seasonal-Snow Removal	20,268.00	40,000.00	-19,732.00	50.7%
5050-01 - Salaries - Seasonal - Arpt Host	4,414.00	3,500.00	914.00	126.1%
5050-02 - Salaries - Merit Increase	0.00	48,406.44	-48,406.44	0.0%
5060-01 - Overtime - General	0.00	1,000.00	-1,000.00	0.0%

# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual (COMBINED '19)

	Oct '18 - Jun 19	Budget	\$ Over Budget	% of Budget
5060-02 · Overtime - Snow Removal	58,852.68	20,000.00	38,852.68	294.3%
5060-04 · OT - Security	0.00	0.00	0.00	0.0%
5070-05 · Compensated Absences Accrued	0.00	29,500.00	-29,500.00	0.0%
5100-00 · Retirement	104,303.38	119,849.02	-15,545.64	87.0%
5110-00 · Social Security/Medicare	68,024.29	81,170.00	-13,145.71	83.8%
5120-00 · Life Insurance	1,092.63	1,500.02	-407.39	72.8%
5130-00 · Medical Insurance	133,380.04	165,375.00	-31,994.96	80.7%
5160-00 · Workman's Compensation	17,010.00	11,998.00	5,012.00	141.8%
5170-00 · Unemployment Claims	961.88	0.00	961.88	100.0%
<b>Total "A" EXPENSES</b>	<b>1,260,836.78</b>	<b>1,350,276.88</b>	<b>-89,440.10</b>	<b>93.4%</b>
<b>"B" EXPENDITURES</b>				
<b>"B" EXPENSES - ADMINISTRATIVE</b>				
6000-00 · TRAVEL EXPENSE				
6000-01 · Travel	20,174.43	24,350.00	-4,175.57	82.9%
<b>Total 6000-00 · TRAVEL EXPENSE</b>	<b>20,174.43</b>	<b>24,350.00</b>	<b>-4,175.57</b>	<b>82.9%</b>
6010-00 · SUPPLIES/EQUIPMENT EXPENSE				
6010-01 · Supplies - Office	7,006.06	8,249.00	-1,242.94	84.9%
6010-03 · Supplies - Computer	10,337.72	9,748.00	589.72	106.0%
6010-00 · SUPPLIES/EQUIPMENT EXPENSE - Other	182.00			
<b>Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE</b>	<b>17,525.78</b>	<b>17,997.00</b>	<b>-471.22</b>	<b>97.4%</b>
6020-00 · INSURANCE				
6020-01 · Insurance -	50,692.00	50,692.00	0.00	100.0%
<b>Total 6020-00 · INSURANCE</b>	<b>50,692.00</b>	<b>50,692.00</b>	<b>0.00</b>	<b>100.0%</b>
6030-00 · UTILITIES				
6030-01 · Utilities - Gas/Terminal	10,575.01	14,999.00	-4,423.99	70.5%
6030-02 · Utilities - Gas/AOB & Cold Stor	3,525.00	7,124.00	-3,599.00	49.5%
6030-03 · Utilities - Elec./Runway&PAPI	4,656.03	6,148.00	-1,491.97	75.7%
6030-04 · Utilities - Elec./AOB & Cold St	6,016.06	7,124.00	-1,107.94	84.4%
6030-05 · Utilities - Electric/Terminal	45,080.37	33,500.00	11,580.37	134.6%
6030-06 · Utilities - Telephone	13,389.54	11,998.00	1,391.54	111.6%
6030-07 · Utilities - Water	1,936.16	11,998.00	-10,061.84	16.1%
6030-08 · Utilities - Garbage Removal	10,646.17	7,498.00	3,148.17	142.0%
6030-09 · Utilities - Sewer	3,089.67	2,998.00	91.67	103.1%
6030-11 · Utilities - Electric/Tower	4,531.76	4,725.00	-193.24	95.9%
6030-12 · Utilities - Elec./Brdfrd.Hghl	341.49	374.00	-32.51	91.3%
6030-13 · Utilities - Elec. Exit Booth	2,041.34			
6030-15 · Utilities - Elec/AWOS	3,010.58	2,548.00	462.58	118.2%
6030-16 · Utilities - Elec. Wind Cone	88.65	112.50	-23.85	78.8%
6030-17 · Utilities - Elec./Gas- Hangar	2,734.51	3,448.00	-713.49	79.3%
6030-18 · Utilities - Lubricant Wst. Dspl	0.00	374.99	-374.99	0.0%
<b>Total 6030-00 · UTILITIES</b>	<b>111,662.34</b>	<b>114,969.49</b>	<b>-3,307.15</b>	<b>97.1%</b>



# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual (COMBINED '19)

	Oct '18 - Jun 19	Budget	\$ Over Budget	% of Budget
<b>6040-00 · SERVICE PROVIDER</b>				
6040-02 · Service Provider - Term. Serv.	4,150.62	5,175.00	-1,024.38	80.2%
6040-03 · Service Provider - AOB Services	43,422.53	32,473.00	10,949.53	133.7%
6040-04 · Service Provider - Operations	13,350.00	12,261.00	1,089.00	108.9%
<b>Total 6040-00 · SERVICE PROVIDER</b>	<b>60,923.15</b>	<b>49,908.00</b>	<b>11,014.15</b>	<b>122.1%</b>
<b>6050-00 · PROFESSIONAL SERVICES</b>				
6050-01 · Professional Services - Legal	32,893.80	37,499.00	-4,605.20	87.7%
6050-02 · Professional Serv. - Audit/Fin	40,446.05	50,000.00	-9,553.95	80.9%
6050-03 · Professional Services - Engineer	11,263.25	11,250.00	13.25	100.1%
6050-05 · Professional Services - Gen.	20,602.80	7,498.00	13,104.80	274.8%
6050-10 · Prof. Svcs.-IT/Comp. Support	14,748.25	11,250.00	3,498.25	131.1%
6050-12 · Prof. Serv.-Planning Air Serv.	1,691.25	0.00	1,691.25	100.0%
6050-13 · Prof. Serv.-Website Des.& Maint	1,497.76	2,998.00	-1,500.24	50.0%
6050-15 · Prof. Serv.-Comm.Coord/Pub.Outr	1,392.00	35,249.00	-33,857.00	3.9%
6050-17 · Prof. Serv. - Airspace Consult.	11,878.60	0.00	11,878.60	100.0%
6050-19 · Prof. Serv.-ATCT Relocation	12,771.39			
<b>Total 6050-00 · PROFESSIONAL SERVICES</b>	<b>149,185.15</b>	<b>155,744.00</b>	<b>-6,558.85</b>	<b>95.8%</b>
<b>6060-00 · MAINTENANCE-OFFICE EQUIPMENT</b>				
6060-04 · Maintenance - Copier	1,256.53	1,873.00	-616.47	67.1%
6060-05 · Maintenance - Phone	1,215.00	936.00	279.00	129.8%
<b>Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT</b>	<b>2,471.53</b>	<b>2,809.00</b>	<b>-337.47</b>	<b>88.0%</b>
<b>6070-00 · RENT/LEASE OFFICE EQUIPMENT</b>				
6070-02 · Rent/Lease - Postage Meter	1,097.58	1,200.00	-102.42	91.5%
<b>Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT</b>	<b>1,097.58</b>	<b>1,200.00</b>	<b>-102.42</b>	<b>91.5%</b>
<b>6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E</b>				
6080-01 · Dues/Memberships	6,516.14	4,500.00	2,016.14	144.8%
6080-04 · Publications	2,445.97	3,749.00	-1,303.03	65.2%
<b>Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E</b>	<b>8,962.11</b>	<b>8,249.00</b>	<b>713.11</b>	<b>108.6%</b>
<b>6090-00 · POSTAGE</b>				
6090-01 · Postage/Courier Service	1,064.83	1,499.00	-434.17	71.0%
<b>Total 6090-00 · POSTAGE</b>	<b>1,064.83</b>	<b>1,499.00</b>	<b>-434.17</b>	<b>71.0%</b>
<b>6100-00 · EDUCATION/TRAINING</b>				
6100-01 · Education/Training - Admin.	0.00	11,250.00	-11,250.00	0.0%
6100-02 · Education/Training - OPS	6,541.98	7,498.00	-956.02	87.2%
6100-03 · Education/Training - ARFF	17,030.55	0.00	17,030.55	100.0%
6100-05 · Education - Noise Abatement	0.00	0.00	0.00	0.0%
6100-06 · Education - Security	2,612.32	3,749.00	-1,136.68	69.7%
6100-07 · ZzzEducation - Public Outrea/C	0.00	0.00	0.00	0.0%
6100-08 · Education/Training - HFD Coop.	0.00	5,000.00	-5,000.00	0.0%
<b>Total 6100-00 · EDUCATION/TRAINING</b>	<b>26,184.85</b>	<b>27,497.00</b>	<b>-1,312.15</b>	<b>95.2%</b>

# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual (COMBINED '19)

	Oct '18 - Jun 19	Budget	\$ Over Budget	% of Budget
<b>6101-00 · PUBLIC OUTREACH/COMMUNICATIONS</b>				
6101-01 · Public Outr/Comm - General	22,710.16	24,750.00	-2,039.84	91.8%
6101-02 · Public Outr/Comm - Noise Abatem	0.00	375.00	-375.00	0.0%
6101-03 · Public Outr/Comm - SAAC	6,226.65	7,000.00	-773.35	89.0%
<b>Total 6101-00 · PUBLIC OUTREACH/COMMUNICATIONS</b>	<b>28,936.81</b>	<b>32,125.00</b>	<b>-3,188.19</b>	<b>90.1%</b>
<b>6110-00 · CONTRACTS</b>				
6110-01 · Contracts - General	0.00	1,000.00	-1,000.00	0.0%
6110-02 · Contracts - FMAA	31,500.00	31,500.00	0.00	100.0%
6110-03 · Contracts - FBO/Fee Collection	44,100.00	44,173.00	-73.00	99.8%
6110-08 · Contracts - Eccles Tree Lights	7,500.00			
6110-16 · Contracts - Prkg Mngt Fee/Ops	251,815.68	135,000.00	116,815.68	186.5%
<b>Total 6110-00 · CONTRACTS</b>	<b>334,915.68</b>	<b>211,673.00</b>	<b>123,242.68</b>	<b>158.2%</b>
<b>6130-00 · MISCELLANEOUS EXPENSES</b>				
6130-01 · Misc. - General	13,018.65	11,250.00	1,768.65	115.7%
6140-00 · Bank Fees	11,769.67	1,125.00	10,644.67	1,046.2%
6150-01 · Interest Exp. - Prkg. Lot Equip	5,204.23	4,950.00	254.23	105.1%
<b>Total 6130-00 · MISCELLANEOUS EXPENSES</b>	<b>29,992.55</b>	<b>17,325.00</b>	<b>12,667.55</b>	<b>173.1%</b>
<b>6400-00 · DOT/SCASGP</b>				
6400-01 · DOT/SCASGP	0.00	365,000.00	-365,000.00	0.0%
<b>Total 6400-00 · DOT/SCASGP</b>	<b>0.00</b>	<b>365,000.00</b>	<b>-365,000.00</b>	<b>0.0%</b>
<b>Total "B" EXPENSES - ADMINISTRATIVE</b>	<b>843,788.79</b>	<b>1,081,038.49</b>	<b>-237,249.70</b>	<b>78.1%</b>
<b>"B" EXPENSES - OPERATIONAL</b>				
<b>6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS</b>				
6500-01 · Supplies/Equipment - General	5,784.53	3,749.00	2,035.53	154.3%
6500-02 · Supplies/Equipment - Tools	3,783.89	3,749.00	34.89	100.9%
6500-03 · Supplies/Equipment - Clothing	2,358.78	3,749.00	-1,390.22	62.9%
6500-04 · Supplies/Equipment - Janitorial	14,164.78	14,999.00	-834.22	94.4%
<b>Total 6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS</b>	<b>26,091.98</b>	<b>26,246.00</b>	<b>-154.02</b>	<b>99.4%</b>
<b>6505-00 · EQUIP/VEHICLE - LEASE/RENTAL</b>				
6505-01 · Eq./Vehi Lease/Rental - General	48,559.84	50,000.00	-1,440.16	97.1%
<b>Total 6505-00 · EQUIP/VEHICLE - LEASE/RENTAL</b>	<b>48,559.84</b>	<b>50,000.00</b>	<b>-1,440.16</b>	<b>97.1%</b>
<b>6510-00 · FUEL/LUBRICANTS</b>				
6510-01 · General	0.00	1,499.00	-1,499.00	0.0%
6510-02 · Fuel	36,651.98	33,750.00	2,901.98	108.6%
6510-03 · Lubricants	1,374.90	3,749.00	-2,374.10	36.7%
<b>Total 6510-00 · FUEL/LUBRICANTS</b>	<b>38,026.88</b>	<b>38,998.00</b>	<b>-971.12</b>	<b>97.5%</b>

# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual (COMBINED '19)

	Oct '18 - Jun 19	Budget	\$ Over Budget	% of Budget
<b>6520-00 · VEHICLES/MAINTENANCE</b>				
6520-01 · R/M Equipment - General	3,818.51	8,000.00	-4,181.49	47.7%
6520-06 · R/M Equip. - '85 Ford Dump	58.63	500.00	-441.37	11.7%
6520-08 · R/M Equip. - '96 Tiger Tractor	1,021.48	2,750.00	-1,728.52	37.1%
6520-09 · R/M Equip. - '96 Oshkosh Swp.	1,777.64	9,725.00	-7,947.36	18.3%
6520-17 · R/M Equip. '01 Case 921 Ldr.	555.18	2,200.00	-1,644.82	25.2%
6520-18 · R/M Equip. - '97 Chevy Blazer	0.00	2,000.00	-2,000.00	0.0%
6520-19 · R/M Equip. '02 Ford F-150 PU	897.79	1,150.00	-252.21	78.1%
6520-20 · R/M Equip. - '02 Kodiak Blower	4,416.93	900.00	3,516.93	490.8%
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	9,222.73	1,975.00	7,247.73	467.0%
6520-29 · R/M Equip. - '10 Waus Broom/Plow	12,073.72	14,000.00	-1,926.28	86.2%
6520-30 · R/M Equip. - '05 Ford F-350	1,559.18	1,675.00	-115.82	93.1%
6520-31 · R/M Equip. - '10 Oshkosh Blower	1,280.29	3,100.00	-1,819.71	41.3%
6520-32 · R/M Equip. - '09 Mini Truck	163.97	200.00	-36.03	82.0%
6520-34 · R/M Equip. - '12 Case 921F Load	2,286.67	2,350.00	-63.33	97.3%
6520-35 · R/M Equip. - '14 Ford Explorer	1,277.91	600.00	677.91	213.0%
6520-36 · R/M Equip. - '10 Toyota Forklif	150.37	350.00	-199.63	43.0%
6520-37 · R/M Equip. - '15 Tool Cat	6,962.06	825.00	6,137.06	843.9%
6520-38 · R/M Equip. - '15 Wausau Broom	19,328.09	13,050.00	6,278.09	148.1%
6520-39 · R/M Equip. - Boss Spreader	0.00	0.00	0.00	0.0%
6520-40 · R/M Equip. - '17 Ford-350 Super	4,675.58	450.00	4,225.58	1,039.0%
6520-41 · R/M Equip. - '17 Kodiak Blower	239.23	0.00	239.23	100.0%
6520-42 · R/M Equip. - '18 Kodiak Attach.	4.00	450.00	-446.00	0.9%
6520-43 · R/M Equip. - '18 279D Skid St.	268.57	0.00	268.57	100.0%
6520-44 · R/M Equip. - '18 972M Loader	588.85	0.00	588.85	100.0%
6520-00 · VEHICLES/MAINTENANCE - Other	55.92			
<b>Total 6520-00 · VEHICLES/MAINTENANCE</b>	<b>72,683.30</b>	<b>67,250.00</b>	<b>5,433.30</b>	<b>108.1%</b>
<b>6530-00 · ARFF MAINTENANCE</b>				
6530-01 · ARFF Maint. Gen/Supplies	1,817.55	9,748.00	-7,930.45	18.6%
6530-03 · ARFF Maint. - '87 Oshkosh	0.00	1,499.00	-1,499.00	0.0%
6530-04 · ARFF Maint. - Radios	471.77	5,248.00	-4,776.23	9.0%
6530-05 · ARFF Maint. - '03 E-One	2,968.70	1,499.00	1,469.70	198.0%
6530-07 · ARFF Maint. - Supp/HFD Support	0.00	0.00	0.00	0.0%
<b>Total 6530-00 · ARFF MAINTENANCE</b>	<b>5,258.02</b>	<b>17,994.00</b>	<b>-12,735.98</b>	<b>29.2%</b>
<b>6540-00 · REPAIRS/MAINTENANCE - BUILDING</b>				
6540-01 · R/M Bldg. - General	509.00	1,873.00	-1,364.00	27.2%
6540-02 · R/M Bldg. - Terminal	46,981.69	90,000.00	-43,018.31	52.2%
6540-03 · R/M Bldg. - Terminal Concession	778.37	1,873.00	-1,094.63	41.6%
6540-04 · R/M Bldg. - Cold Storage	318.50	3,749.00	-3,430.50	8.5%
6540-05 · R/M Bldg. - AOB/SHOP	7,390.86	14,999.00	-7,608.14	49.3%
6540-06 · R/M Bldg. - Hangars	439.27	1,873.00	-1,433.73	23.5%
6540-07 · R/M Bldg. - Tower	5,629.94	2,624.00	3,005.94	214.6%
6540-08 · R/M Bldg. - Parking Booth	747.24	1,087.00	-339.76	68.7%
<b>Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING</b>	<b>62,794.87</b>	<b>118,078.00</b>	<b>-55,283.13</b>	<b>53.2%</b>



# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual (COMBINED '19)

	Oct '18 - Jun 19	Budget	\$ Over Budget	% of Budget
<b>6550-00 · REPAIRS/MAINTENANCE - AIRSIDE</b>				
6550-01 · R/M - General	14,725.61	3,749.00	10,976.61	392.8%
6550-02 · R/M - Airfield/Runway	157,730.37	74,998.00	82,732.37	210.3%
6550-04 · R/M - Lights	16,342.94	9,000.00	7,342.94	181.6%
<b>Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE</b>	<b>188,798.92</b>	<b>87,747.00</b>	<b>101,051.92</b>	<b>215.2%</b>
<b>6551-00 · REPAIRS/MAINTENANCE - LANDSIDE</b>				
6551-01 · R/M - General	959.40	1,873.00	-913.60	51.2%
6551-02 · R/M - Parking Lot	3,945.72	5,999.00	-2,053.28	65.8%
6551-03 · R/M - Landscaping	9,707.17	7,498.00	2,209.17	129.5%
<b>Total 6551-00 · REPAIRS/MAINTENANCE - LANDSIDE</b>	<b>14,612.29</b>	<b>15,370.00</b>	<b>-757.71</b>	<b>95.1%</b>
<b>6560-00 · SECURITY EXPENSE</b>				
6560-01 · Security - General	4,656.54	7,124.00	-2,467.46	65.4%
6560-02 · Security - Law Enf. Offi. (LEO)	2,307.48	2,998.00	-690.52	77.0%
6560-03 · Security - Subscription Licen.	69,992.00	46,030.00	23,962.00	152.1%
6560-04 · Security - Perim./Access/CCTV	14,925.58	23,698.00	-8,772.42	63.0%
6560-05 · Security - Professional Serv.	3,905.00	11,250.00	-7,345.00	34.7%
6560-06 · Security - Prof. Services/IT	5,445.25	5,625.00	-179.75	96.8%
<b>Total 6560-00 · SECURITY EXPENSE</b>	<b>101,231.85</b>	<b>96,725.00</b>	<b>4,506.85</b>	<b>104.7%</b>
<b>6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU</b>				
6570-01 · R/M Aeronautical Equip - NDB/DME	4,118.40	7,750.00	-3,631.60	53.1%
6570-02 · R/M Aeronautical Equip. - Tower	2,800.00	6,250.00	-3,450.00	44.8%
6570-03 · R/M Aeronautical Equip.-Swt. Sys	0.00	7,750.00	-7,750.00	0.0%
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	4,118.40	0.00	4,118.40	100.0%
<b>Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU</b>	<b>11,036.80</b>	<b>21,750.00</b>	<b>-10,713.20</b>	<b>50.7%</b>
<b>Total "B" EXPENSES - OPERATIONAL</b>	<b>569,094.75</b>	<b>540,158.00</b>	<b>28,936.75</b>	<b>105.4%</b>
<b>Total "B" EXPENDITURES</b>	<b>1,412,883.54</b>	<b>1,621,196.49</b>	<b>-208,312.95</b>	<b>87.2%</b>
<b>"C" EXPENSES</b>				
<b>7001-00 · CAPITAL EXPENDITURES</b>				
7001-0* · CONTINGENCY	0.00	14,999.00	-14,999.00	0.0%
7001-01 · Land	0.00	0.00	0.00	0.0%
7001-02 · Buildings and Improvements	34,598.20	0.00	34,598.20	100.0%
7001-03 · Airfield & General Improvements	0.00	0.00	0.00	0.0%
7001-04 · Office Equipment	6,218.00	6,700.00	-482.00	92.8%
7001-05 · Maintenance Equipment /Vehicle	0.00	49,250.00	-49,250.00	0.0%
7001-06 · Assessments/Plans/Studies	2,577.32	75,000.00	-72,422.68	3.4%
7001-09 · Security Equipment	0.00	0.00	0.00	0.0%
<b>Total 7001-00 · CAPITAL EXPENDITURES</b>	<b>43,393.52</b>	<b>145,949.00</b>	<b>-102,555.48</b>	<b>29.7%</b>

# Friedman Memorial Airport

## Profit & Loss Budget vs. Actual (COMBINED '19)

	Oct '18 - Jun 19	Budget	\$ Over Budget	% of Budget
7110-00 · DOT/SCADGP				
7110-01 · DOT/SCASGP	0.00	0.00	0.00	0.0%
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%
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	0.00	0.00	0.00	0.0%
7541-05 · Non-Eligible - TSA	0.00	0.00	0.00	0.0%
7541-06 · Non-Eligible - Terminal	0.00	0.00	0.00	0.0%
7541-07 · AIP '41 RETAINER	0.00	0.00	0.00	0.0%
7541-08 · AIP '41 RETAINER PFC	0.00	0.00	0.00	0.0%
7541-09 · AIP '41 Non-Elig Retainer	0.00	0.00	0.00	0.0%
Total 7541-00 · AIP 41 SA Ph. III -Runway/Term.	0.00	0.00	0.00	0.0%
7542-00 · AIP '42 EXPENSE - AC Apron Dsgn				
7542-01 · AIP '42 - Eligible	0.00	0.00	0.00	0.0%
7542-02 · AIP '42 Non-Eligible	0.00	0.00	0.00	0.0%
7542-03 · AIP 42 - Land Aquisition	0.00	0.00	0.00	0.0%
Total 7542-00 · AIP '42 EXPENSE - AC Apron Dsgn	0.00	0.00	0.00	0.0%
7543-00 · AIP '43 EXPENSE - Air Carr. Apr				
7543-01 · AIP '43 - AC Apron - Eligible	365,065.63	1,135,182.74	-770,117.11	32.2%
7543-02 · AIP '43 - Parking - Non-Eligibl	53,806.27	0.00	53,806.27	100.0%
7543-03 · AIP '43 - SRE Equipment	0.00	0.00	0.00	0.0%
7543-04 · AIP '43 - RPZ Acq/Tree Removal	0.00	250,000.00	-250,000.00	0.0%
7543-05 · AIP '43 - Retainer - Eligible	56,430.25	0.00	56,430.25	100.0%
7543-06 · AIP '43 - Non-Elig. Retainer	15,525.80	0.00	15,525.80	100.0%
Total 7543-00 · AIP '43 EXPENSE - Air Carr. Apr	490,827.95	1,385,182.74	-894,354.79	35.4%
7544-00 · AIP '44 EXPENSE RPZ EA				
7544-01 · AIP '44 - Eligible	14,822.23	0.00	14,822.23	100.0%
7544-02 · AIP '44 - Non-Eligible	0.00	0.00	0.00	0.0%
7544-00 · AIP '44 EXPENSE RPZ EA - Other	0.00	0.00	0.00	0.0%
Total 7544-00 · AIP '44 EXPENSE RPZ EA	14,822.23	0.00	14,822.23	100.0%
7545-00 · AIP '45 EXPENSE - Exp. AC Apron				
7545-01 · AIP '45 - Eligible	538,765.98	0.00	538,765.98	100.0%
7545-02 · AIP '45 - Non-Eligible	0.00	0.00	0.00	0.0%
7545-03 · AIP '45 - Retainer - Eligible	-18,595.74	0.00	-18,595.74	100.0%
7545-04 · AIP '45 - Non-Elig. Retainer	258.75	0.00	258.75	100.0%
Total 7545-00 · AIP '45 EXPENSE - Exp. AC Apron	520,428.99	0.00	520,428.99	100.0%

# Friedman Memorial Airport

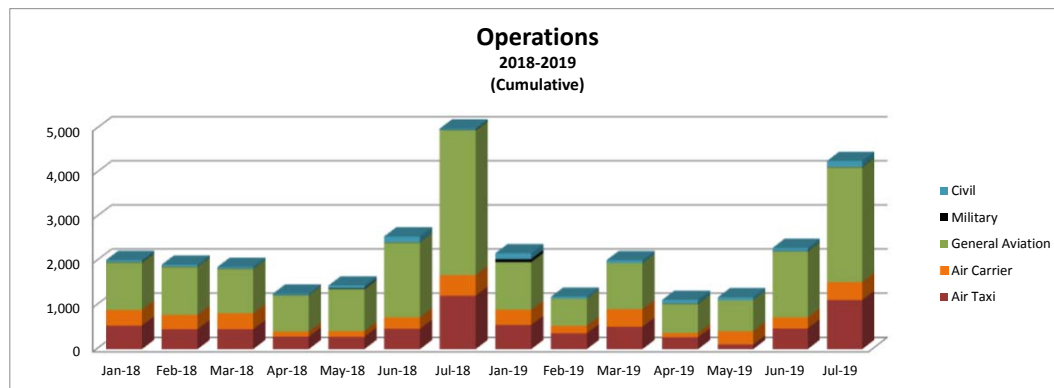
## Profit & Loss Budget vs. Actual (COMBINED '19)

	Oct '18 - Jun 19	Budget	\$ Over Budget	% of Budget
7546-00 · AIP '46 EXPENSE - SRE/ARFF EQU				
7546-01 · AIP '46 - Eligible	62,806.52	0.00	62,806.52	100.0%
7546-02 · AIP '46 - Non-Eligible	0.00	0.00	0.00	0.0%
7546-03 · AIP '46 - Retainer - Eligible	0.00	0.00	0.00	0.0%
7546-04 · AIP '46 - Non-Elig. Retainer	0.00	0.00	0.00	0.0%
7546-00 · AIP '46 EXPENSE - SRE/ARFF EQU - Other	0.00	0.00	0.00	0.0%
Total 7546-00 · AIP '46 EXPENSE - SRE/ARFF EQU	62,806.52	0.00	62,806.52	100.0%
7547-00 · AIP '47 EXPENSE - Acq. SRE/ARFF				
7547-01 · AIP '47 - Eligible	66,324.40	0.00	66,324.40	100.0%
7547-02 · AIP '47 - Non-Eligible	0.00	0.00	0.00	0.0%
Total 7547-00 · AIP '47 EXPENSE - Acq. SRE/ARFF	66,324.40	0.00	66,324.40	100.0%
7548-00 · AIP '48 EXPENSE - LAND ACQU				
7548-01 · AIP '48 - Eligible	418,558.60			
Total 7548-00 · AIP '48 EXPENSE - LAND ACQU	418,558.60			
9001-00 · PFC 14-09-C-00-SUN				
9001-01 · PFC '14 RSA Formulation	0.00	0.00	0.00	0.0%
9001-02 · PFC '14 Acquire SRE	0.00	0.00	0.00	0.0%
9001-03 · PFC '14 Master Plan	0.00	0.00	0.00	0.0%
9001-04 · PFC '14 Relocate SW Taxiway By	0.00	0.00	0.00	0.0%
9001-05 · PFC '14 Relocate GA Apron	0.00	0.00	0.00	0.0%
9001-06 · PFC '14 Perimeter Fence Relocat	0.00	0.00	0.00	0.0%
9001-07 · PFC '14 RSA Grading	0.00	0.00	0.00	0.0%
9001-08 · PFC '14 Relocate Taxiway A & B	0.00	0.00	0.00	0.0%
9001-09 · PFC '14 Relocate Power to PAPI	0.00	0.00	0.00	0.0%
9001-10 · PFC '14 Relocate AWOS	0.00	0.00	0.00	0.0%
9001-11 · PFC '14 Relocate SRE/ARFF Bldg.	0.00	0.00	0.00	0.0%
9001-12 · PFC '14 Relocate Terminal Apron	0.00	0.00	0.00	0.0%
9001-13 · PFC '14 Relocate Cargo Apron	0.00	0.00	0.00	0.0%
9001-14 · PFC '14 Relocate Hangars	0.00	0.00	0.00	0.0%
9001-15 · PFC '14 Rehab Terminal Bldg.	0.00	0.00	0.00	0.0%
9001-16 · PFC '14 Relocate N. Taxiway	0.00	0.00	0.00	0.0%
9001-17 · PFC '14 Relocate Central Bypass	0.00	0.00	0.00	0.0%
9001-18 · PFC '14 Runway Rehabilitation	0.00	0.00	0.00	0.0%
9001-19 · PFC '14 Administration	0.00	0.00	0.00	0.0%
9001-20 · PFC '14 RETAINER	0.00	0.00	0.00	0.0%
Total 9001-00 · PFC 14-09-C-00-SUN	0.00	0.00	0.00	0.0%
Total "C" EXPENSES	1,617,162.21	1,531,131.74	86,030.47	105.6%
Total EXPENDITURES	4,290,882.53	4,502,605.11	-211,722.58	95.3%
Total Expense	4,290,882.53	4,502,605.11	-211,722.58	95.3%
Net Ordinary Income	-573,637.39	-1,163,417.64	589,780.25	49.3%
Net Income	-573,637.39	-1,163,417.64	589,780.25	49.3%



**Friedman Memorial Airport  
July 2019**

ATCT Traffic Operations Record																			
Month	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
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	2,172
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	1,187
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	2,016
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	1,116
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	1,174
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	2,292
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	4,266
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	0
September	3,871	4,636	4,162	4,124	4,609	3,760	4,311	2,696	3,376	3,128	3,359	2,396	2,403	2,237	2,292	2,379	2,036	2,224	0
October	3,879	3,656	3,426	2,936	3,570	3,339	3,103	2,134	2,145	2,012	1,886	1,658	1,874	1,760	1,789	1,377	1,939	1,670	0
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	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	2,217	2,033	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	26,692	26,571	14,223



ATCT Operations Change (July 2019 vs. July 2018)			
	2019	2018	% Change
Air Taxi	1,112	1,211	-8%
Air Carrier	405	463	-13%
General Aviation	2,606	3,287	-21%
Military	5	10	-50%
Civil	138	62	123%
Total	4,266	5,033	-15.24%
YTD Total	14,223	16,077	-11.53%

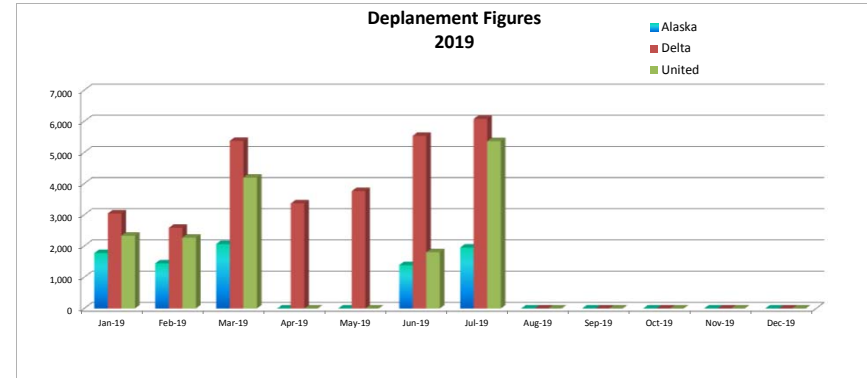
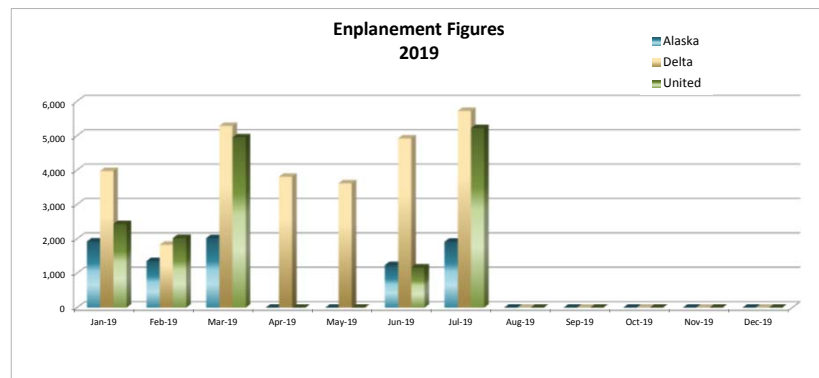
**Friedman Memorial Airport  
July 2019**

2019 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-19	1,868	54	1,922	4,051	-53%	3,876	98	3,974	3,281	21%	3,171	54	3,225	2,430	33%	9,121	9,762
Feb-19	1,328	26	1,354	3,949	-66%	1,764	62	1,826	2,602	-30%	2,003	22	2,025	2,129	-5%	5,205	8,680
Mar-19	1,972	46	2,018	4,379	-54%	5,112	171	5,283	3,193	65%	4,877	74	4,951	2,623	89%	12,252	10,195
Apr-19	0	0	0	127	-100%	3,704	100	3,804	3,305	15%	0	0	0	134	-100%	3,804	3,566
May-19	0	0	0	0	0%	3,514	102	3,616	3,458	5%	0	0	0	0	0%	3,616	3,458
Jun-19	1,186	53	1,239	2,212	-44%	4,814	108	4,922	4,355	13%	1,151	16	1,167	107	991%	7,328	6,674
Jul-19	1,837	78	1,915	4,457	-57%	5,639	80	5,719	5,537	3%	5,140	79	5,219	3,521	48%	12,853	13,515
<b>Totals</b>	<b>8,191</b>	<b>257</b>	<b>8,448</b>	<b>19,175</b>	<b>-56%</b>	<b>28,423</b>	<b>721</b>	<b>29,144</b>	<b>25,731</b>	<b>13%</b>	<b>16,342</b>	<b>245</b>	<b>16,587</b>	<b>10,944</b>	<b>52%</b>	<b>54,179</b>	<b>55,850</b>

Legend for Chart:

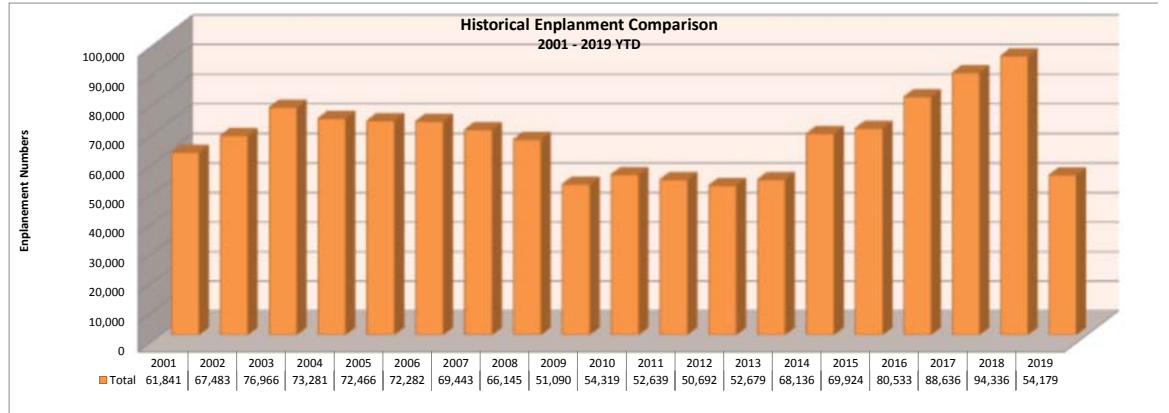
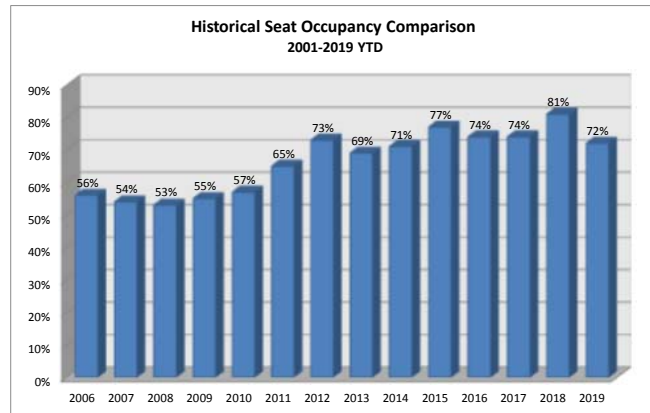
2019 Deplanements																	
Date	Alaska Airlines					Delta Airlines					United Airlines					Total Dep.	Prior Year Total Dep.
	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change		
Jan-19	1,724	50	1,774	3,377	-47%	2,944	100	3,044	2,372	28%	2,286	45	2,331	1,583	47%	7,149	7,332
Feb-19	1,418	29	1,447	4,188	-65%	2,526	56	2,582	2,708	-5%	2,227	41	2,268	2,332	-3%	6,297	9,228
Mar-19	2,002	64	2,066	4,033	-49%	4,956	419	5,375	2,822	90%	4,114	78	4,192	2,267	85%	11,633	9,122
Apr-19	0	0	0	117	100%	3,281	83	3,364	2,872	17%	0	0	0	79	-100%	3,364	3,068
May-19	0	0	0	0	0%	3,665	97	3,762	3,702	2%	0	0	0	0	0%	3,762	3,702
Jun-19	1,321	70	1,391	3,112	-55%	5,427	111	5,538	4,890	13%	1,761	40	1,801	372	384%	8,730	8,374
Jul-19	1,891	61	1,952	4,521	-57%	6,013	69	6,082	5,708	7%	5,307	56	5,363	3,255	65%	13,397	13,484
<b>Totals</b>	<b>8,356</b>	<b>274</b>	<b>8,630</b>	<b>19,348</b>	<b>-55%</b>	<b>28,812</b>	<b>935</b>	<b>29,747</b>	<b>25,074</b>	<b>19%</b>	<b>15,695</b>	<b>260</b>	<b>15,955</b>	<b>9,888</b>	<b>61%</b>	<b>54,332</b>	<b>54,310</b>

Legend for Chart:



**Friedman Memorial Airport  
July 2019**

2019 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-19	31	2,356	1,922	82%	78	5,928	3,974	67%	69	5,244	3,225	61%	13,528	9,121	67%	10%	-7%	-12%
Feb-19	21	1,596	1,354	85%	47	3,572	1,826	51%	44	3,344	2,025	61%	8,512	5,205	61%	-18%	-31%	-12%
Mar-19	31	2,356	2,018	86%	98	7,448	5,283	71%	92	6,992	4,951	71%	16,796	12,252	73%	16%	12%	-2%
Apr-19	0	0	0	0%	59	4,484	3,804	85%	0	0	0	0%	4,484	3,804	85%	13%	14%	1%
May-19	0	0	0	0%	62	4,712	3,616	77%	0	0	0	0%	4,712	3,616	77%	15%	12%	-2%
Jun-19	23	1,748	1,239	71%	83	6,308	4,922	78%	34	2,584	1,167	45%	10,640	7,328	69%	6%	13%	5%
Jul-19	31	2,356	1,915	81%	92	6,992	5,719	82%	93	7,068	5,219	74%	16,416	12,853	78%	-6%	2%	5%
<b>Totals</b>	<b>137</b>	<b>10,412</b>	<b>8,448</b>	<b>81%</b>	<b>519</b>	<b>39,444</b>	<b>29,144</b>	<b>74%</b>	<b>332</b>	<b>25,232</b>	<b>16,587</b>	<b>66%</b>	<b>75,088</b>	<b>54,179</b>	<b>72%</b>	<b>-76%</b>	<b>-77%</b>	<b>-2%</b>







T-O ENGINEERS

August 27, 2019

Mr. Chris Pomeroy  
 Airport Manager  
 Friedman Memorial Airport  
 1616 Airport Circle  
 Hailey, Idaho 83333

**RE: AIP Project 3-16-0016-TBD  
 Multi-Tasking Equipment (MTE) for Airfield Snow Removal  
 Recommendation of Award**

Chris;

The Idaho Falls Regional Airport (IDA) recently opened sealed bids for Multi-Tasking Equipment (MTE) for Airfield Snow Removal. Bids were received by IDA and publicly opened at 1:30 p.m. Wednesday July 17, 2019, as specified in their Notice Inviting Bids. The bid documents included a Joint Purchasing Agreement or “Piggyback Clause” in Section 18.7 of the Instructions to Bidders. The Joint Purchasing clause is as follows:

*Pursuant to Idaho Code Section 67-2807 Joint Purchasing Agreements – Not -For-Profit Associations, the Bidder certifies, by submission of a Bid, that Bidder shall extend the same price for the equipment specified in the Procurement Documents to the following political subdivisions in the State of Idaho providing there is no conflict with any applicable statutes, rules, policies or procedures: City of Boise, Friedman Memorial Airport Authority, Lewiston-Nez Perce County Airport Authority, City of Pocatello, and City and County of Twin Falls. Each entity that chooses to piggyback off this competitive sealed bid procurement shall be responsible for its own notice of award (purchase order), procurement contract; arrangements for delivery and acceptance; and payments, including applicable freight charges if outside the original geographic delivery area. Prices and terms shall remain in effect for 365 days following bid opening.”*

Per the Joint Purchasing clause, the Friedman Memorial Airport is eligible to procure the same piece of equipment at the same bid price within 365 days of bid opening. The apparent low bidder from the IDA procurement was M-B Companies, Inc (M-B) of New Holstein, Wisconsin. This company’s total bid for the equipment was \$680,114.00 and the Engineer’s Estimate for this project was \$775,000.00. The bid summary is attached for your information and the bid results are summarized in the following table:

Contractor	Location	Total Bid
M-B Companies, Inc.	New Holstein, WI	\$680,114.00
Oshkosh Airport Products, LLC	Oshkosh, WI	Letter – No Bid

The letter from Oshkosh stated they would not be submitting a bid as the specification allowed either a modular or non-articulating MTE as required by FAA Advisory Circular 150/5320-20A “Snow and Ice



**T-O ENGINEERS**

August 27, 2019

Page 2

Control Equipment". Oshkosh stated they only produce a modular MTE and would be at a "significant price disadvantage" versus a non-articulating MTE.

The bid submitted by M-B was reviewed for bid submittal requirements and was determined to be responsive. The System for Award Management (SAM) website was checked and M-B has not been debarred or suspended. All bid documents have been reviewed and confirmed to be complete. There was no published DBE goal for this project and M-B is not a certified DBE contractor. M-B did submit information indicating they contacted 87 suppliers and they did not find any certified DBE suppliers for the equipment in this bid. As there is no published DBE goal for this project, this doesn't affect their responsiveness.

M-B submitted their Certification of Buy American Compliance and indicated their equipment is not comprised of 100% US domestic content but would be eligible for a Type 3 Waiver. This information has been sent to the FAA for their review and approval.

Based on the evaluation of the bid, T-O Engineers recommends award of the project to M-B Companies, Inc in the total amount of \$680,114.00. This award should be made contingent upon receiving the FAA's approval of M-B's Buy American Waiver, concurrence with the Recommendation of Award, and the availability of federal funds. We will forward the Notice of Award and Agreement to you under separate cover. If you have any questions regarding the bid, the bid results or the award process, please do not hesitate to call me.

Sincerely,

T-O ENGINEERS, INC.

Nathan Cuvala, P.E.  
Project Manager

Enclosures:

Bid Summary

cc: Steve Engebrecht, FAA

BID SUMMARY				
<p align="center"><b>IDAHO FALLS REGIONAL AIRPORT MTE FOR AIRFIELD SNOW REMOVAL AIP 3-16-0018-045</b></p> <p align="center"><b>Bid Opening: July 17, 2019 1:30 pm</b></p>				
BID INFORMATION:				
		Bidder #1	Bidder #2	Bidder #3
CONTRACTOR:	Engineer's Estimate	Oshkosh Airport Products, LLC	M-B Companies, Inc.	
Acknowledge All Addenda	N/A	N	Y	
Bid Signed	N/A	N	Y	
Bid Security	N/A	N	Y	
Additional Bid Forms				
Non-Collusion Affidavit	N/A	N	Y	
Joint Venture Statement	N/A	N	Y	
DBE Utilization	N/A	N	Y	
Letter of Intent	N/A	N	Y	
Buy American Certificate	N/A	N	Y	
Specification Compliance Certification	N/A	N	Y	
Tax/Felony Certification	N/A	N	Y	
<b>Lump Sum Bid Price</b>	<b>\$ 775,000.00</b>	<b>NO BID</b>	<b>\$ 680,114.00</b>	<b>\$ -</b>
Bidder Rank	<b>N/A</b>		<b>1</b>	
<p>Notes:</p> <p>A package was received from Oshkosh, but included only a letter stating they would not be bidding.</p>				



Professional Services Agreement  
Work Order 19-01 – Exhibit A (Scope of Work)  
August 27, 2019



# **WORK ORDER 19-01**

## **Friedman Memorial Airport (SUN)**

### **Hailey, Idaho**

### **Snow Removal Equipment Acquisition - 2019**

This Work Order shall be attached to, made a part of, and incorporated by reference into a Master Professional Services Agreement between the Friedman Memorial Airport Authority and T-O Engineers, Inc., dated \_\_\_\_\_.

---

#### **SCOPE OF PROFESSIONAL SERVICES:**

The scope of services for this project includes professional services for acquiring a Multi-Tasking piece of Snow Removal Equipment for the airport, as described in Exhibit A, attached.

#### **FEES:**

Fees for this Work Order will be charged on a time and materials basis with a total fee not to exceed \$22,314.57. A detailed fee explanation is provided in Exhibit B, attached.

IN WITNESS WHEREOF, Client and Consultant have made and executed this WORK ORDER 19-01 to the AGREEMENT the day and year first above written.

FOR: FRIEDMAN MEMORIAL AIRPORT AUTHORITY

By: \_\_\_\_\_

Jacob Greenberg

Title: Friedman Memorial Airport Authority Chairman

Date: \_\_\_\_\_

FOR: T-O ENGINEERS, INC.

By: \_\_\_\_\_

David A. Mitchell, P.E.

Title: Aviation Services Manager/Vice-President

Date: \_\_\_\_\_





# **WORK ORDER 19-01**

## **EXHIBIT A – Scope of Work**

### **Friedman Memorial Airport (SUN)**

### **Hailey, Idaho**

#### **Snow Removal Equipment Acquisition - 2019**

This Scope of Work describes the professional services to be provided in support of a project for the Friedman Memorial Airport (SUN). The purpose of this project is to acquire a piece of snow removal equipment (SRE). Specifically, this equipment will consist of a Multi-Tasking Equipment (MTE) with a 24-foot plow on the front and a 22-foot mid-mount broom with air-blast for airfield snow removal.

#### **PROJECT APPROACH:**

This project will be funded with assistance from the Federal Aviation Administration (FAA) and will be completed in accordance with FAA requirements. The Owner intends to acquire this equipment through a cooperative acquisition with another airport in Idaho. Idaho State Law permits public entities to “piggy-back” on an acquisition by another public entity within the state. In this case, the Owner intends to purchase a piece of equipment identical to equipment acquired through a competitive bidding process by the Idaho Falls Regional Airport in Idaho Falls, Idaho. The Supplier for that acquisition is M-B Company, Inc. of New Holstein, Wisconsin. Man-hours and work effort described in this Agreement assume this type of acquisition from this supplier throughout.

#### **PROJECT SCHEDULE**

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

<b>ACTIVITY</b>	<b>COMPLETION</b>
Work Order Negotiation Complete	August 2019
Award	September 2019
Equipment Delivery	July 2020
Closeout	December 2020

Dates are subject to change, based upon grant timing, bidding complications, manufacturing limitations, and the needs of the Owner.

## **SCOPE OF PROFESSIONAL SERVICES**

### **TASK 1 - ADMINISTRATION**

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

- 1.1 Prepare a Work Order specifically addressing this project. The Work Order shall include a detailed Scope of Professional Services narrative. Review the Scope with Owner and FAA and modify as necessary, based on comments received. The Work Order shall also include a detailed cost proposal based on estimates of professional service man hours, hourly rates and lump sum costs required to accomplish the design development and administration of the work. Present to the Friedman Memorial Airport Authority Board at a regular meeting in Hailey, Idaho
- 1.2 Project management and administration to include monthly cost accounting and budget analysis, invoicing and monitoring of project progress.
- 1.3 Monthly status updates to Owner, including PowerPoint slides for monthly Airport Authority Board meetings.
- 1.4 Advise and coordinate with Owner and FAA through initial setup and scoping of project.

### **TASK 2 – DESIGN**

Services required to complete the design of this project include the following tasks:

- 2.1 Prepare an Engineer's Design Report including calculations to document the need for the equipment and the design process. This report shall be prepared in accordance with FAA requirements.

### **TASK 3 - AWARD**

Assist the Owner in the competitive sealed bid process. This Task also includes services to prepare and process contract award and construction agreement documents for the Owner. Award phase services shall include the following tasks:

- 3.1 Coordinate with Owner and Supplier prior to preparation of award documents.
- 3.2 Prepare a Recommendation of Award letter and submit to FAA along with Buy American Waiver documentation.
- 3.3 Prepare Agreement and other contract documents, review Agreement, and insurance documents submitted by Supplier, and assist Owner and Supplier in processing Agreement documents. Present to the Friedman Memorial Airport Authority Board at a regular meeting in Hailey, Idaho.
- 3.4 Coordinate with owner throughout the award process and distribute copies of all executed contract documents.

## **TASK 4 – PROCUREMENT ASSISTANCE**

During the procurement phase of a contract, the Consultant shall administer all aspects of the procurement contract over which the Consultant can be expected to have realistic control in order to assist the Owner in monitoring and documenting the procurement assistance process for specification and schedule compliance, quality assurance, and cost control. Procurement Assistance Phase Services shall more specifically include:

- 4.1 Prior to equipment delivery: Identify anticipated submittals and submittal schedule, advise successful bidder as to the requirements; review Supplier's submittals for compliance with specifications, identify deviations noted, assist in coordination of resubmittals, clarify specifications and document submittal process.
- 4.2 Prior to equipment delivery: Review Supplier's production and delivery schedule for compliance with contract requirement, identify deviations noted and document delivery process.
- 4.3 Assist Owner as required in communications with successful bidder during the pre-delivery process.
- 4.4 Review pay requests (two anticipated) and submit to the Owner for approval and signature.
- 4.5 Coordinate with FAA and Owner throughout the Procurement Assistance phase.
- 4.6 Participate in inspection/certification of compliance of equipment upon delivery and initial startup if requested by Owner. (Includes travel time.)
- 4.7 Assist Owner with the documentation of deficiencies and coordination of the correction or resolution with the Supplier as requested by Owner.
- 4.8 Assist Owner with documentation of acceptance for final payment.

NOTE: Consultant assumes an orderly and routine procurement process in preparation of the fee estimate. Resolution of non-routine issues which may be associated with production or delivery delays, non-compliance with specifications, or other unanticipated conditions are considered Additional Services beyond the scope of the fee estimate and work required to complete the work described herein.

## **TASK 5 – CLOSEOUT/DOCUMENTATION**

Task 5 shall consist of project closeout and documentation services. Operational phase services shall include the following tasks:

- 5.1 Document the project work and accomplishments in a Final Report in accordance with FAA guidelines.
- 5.2 Assist Owner with closeout budget analysis and reports, closeout documentation review, and coordination with the FAA, as requested by the Owner.



## **TASK 6 – ADDITIONAL SERVICES**

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

- 6.1 Assist the Owner with Grant Administration tasks.
  - 6.1.1 Prepare a Grant Application for submittal to FAA. Update the Grant Application for FAA-AIP funding assistance based on project bid results. Assist Owner in coordination of Grant Application submittal and process.
  - 6.1.2 Assist the Owner to prepare and process required certifications for submittal to the FAA.
  - 6.1.3 Assist the Owner with preparation of annual SF 271 and SF 425.
  - 6.1.4 Assist the Owner with quarterly performance reports in accordance with Table 5-16 of FAA Order 5100.38D.
  - 6.1.5 Provide periodic project budget updates to Owner during execution of the work.
- 6.2 Assist the Owner with Disadvantaged Business Enterprise (DBE) annual reporting.
- 6.3 Environmental Coordination: It is assumed the project will be categorically excluded from further environmental study with a letter request. Coordinate with the Helena ADO to prepare and submit letter request.
- 6.4 Assist and coordinate with independent auditors to locate appropriate documents for performing A-133 annual audit.



## EXHIBIT B

<b>Friedman Memorial Airport</b>		<b>Snow Removal Equipment Acquisition - 2019</b>		
<b>Work Order #19-01</b>				
<b>Hours &amp; Fees Summary</b>		<b>August 26, 2019</b>		
<b>Tasks 1-5, Time and Materials</b>				
<b>1. Personnel Costs</b>				
Classification	Title	Hours	Rate/Hour	Cost
Prin	Principal	1	\$67.72	\$67.72
PM	Project Manager	71	\$54.80	\$3,890.80
PE	Project Engineer	61	\$51.42	\$3,136.62
EI	Construction Manager/Specifier	4	\$29.97	\$119.88
Adm.	Administrative Assistant	21	\$15.29	\$321.09
<b>Totals:</b>		<b>158</b>		<b>\$7,536.11</b>
		Overhead		\$9,390.75
		Profit		\$4,231.71
		<b>Total Labor</b>		<b>\$21,158.57</b>
		<b>Labor Multiplier</b>		<b>2.81</b>
<b>2. Subconsultant Fees</b>				
None			\$0.00	
Subconsultant Assumption of Risk & Liability			\$0.00	
<b>Subtotal, Subconsultant Fees:</b>			<b>\$0.00</b>	
<b>3. Reimbursable Expenses</b>				
Description	Number	Unit Cost	Cost	
Vehicle Travel (Per Mile)	900	\$0.58	\$522.00	
Rental Vehicles - (Per Day)	0	\$0.00	\$0.00	
Lodging (Per Night)	3	\$128.00	\$384.00	
Meals (Day Trips - Per Day)	3	\$33.00	\$99.00	
Per Diem (On Site Personnel - Per Day)	0	\$66.00	\$0.00	
Document Reproduction (Lump Sum)	1	\$51.00	\$51.00	
Shipping, Postage, Telephone, Misc. (Lump Sum)	1	\$100.00	\$100.00	
<b>Subtotal, Reimbursable Expenses</b>			<b>\$1,156.00</b>	
<b>TOTAL FEE, TASKS 1-4 (1+2+3):</b>			<b>\$22,314.57</b>	

## EXHIBIT B

Friedman Memorial Airport Work Order #19-01				Snow Removal Equipment Acquisition - 2019			
Labor Worksheet				August 26, 2019			
Task	Description	Personnel Hours					Fee
		Prin	PM	PE	EI	Adm.	
		DM	NC	JD	SR	SB	
		\$68	\$55	\$51	\$30	\$15	Hours
<b>Task 1 - Administration</b>							
1.1	Prepara SOW, Fee and Work Order	1	10	4		1	16
1.2	Project Management, Invoicing & Admin.		6			6	12
1.3	Monthly Status Updates		4				4
1.4	FAA & Owner Coordination Task 1		4				4
<b>Subtotal, Task 1</b>		<b>1</b>	<b>24</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>36</b>
<b>Task 2 - Design</b>							
2.1	Design Report		2	4	2		8
<b>Subtotal, Task 2</b>		<b>0</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>8</b>
<b>Task 3 - Award</b>							
3.1	Coordinate with Owner and Supplier		2	2			4
3.2	Prepare Recommendation of Award		1	2			3
3.3	Prepare Agreement and Notice of Award		1	4		1	6
3.4	FAA & Owner Coordination Task 3		4	2			6
<b>Subtotal, Task 3</b>		<b>0</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>19</b>
<b>Task 4 - Procurement Assistance</b>							
4.1	Submittals & Coord of Revisions		2	4			6
4.2	Schedule Coordination			2			2
4.3	Communications with Contractor		2	2			4
4.4	Process Pay Requests (2)		2	4			6
4.5	FAA & Owner Coordination Task 4		4				4
4.6	On-site Inspection at Airport		10				10
4.7	Document & Coordinate Corrections		2	2			4
4.8	Final Acceptance & Final Payment		2	2			4
<b>Subtotal, Task 4</b>		<b>0</b>	<b>24</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>40</b>



## EXHIBIT B

Friedman Memorial Airport Work Order #19-01				Snow Removal Equipment Acquisition - 2019			
Labor Worksheet				August 26, 2019			
Task	Description	Personnel Hours					Fee
		Prin	PM	PE	EI	Adm.	
		DM	NC	JD	SR	SB	
		\$68	\$55	\$51	\$30	\$15	Hours
<b>Task 5 - Closeout Documentation</b>							
5.1	Final Construction Report		1	8	2	2	13
5.2	Closeout Docs Coord with Owner & FAA		2				2
<b>Subtotal, Task 5</b>		<b>0</b>	<b>3</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>15</b>
<b>Task 6 - Additional Services</b>							
6.1	Grant Administration						
6.1.1	Prepare Grant Application		2	6		4	12
6.1.2	Prepare Certifications			2		2	
6.1.3	Prepare Annual SF 271 and 425		1	2			3
6.1.4	Quarterly Performance Reports		1	2			
6.1.5	Periodic Budget Updates for Owner		2				2
6.2	DBE Annual Reporting		2	4		4	10
6.3	Environmental Coordination		1	2			
6.4	A-133 Audit Assistance		1	1		1	3
<b>Subtotal, Task 5</b>		<b>0</b>	<b>10</b>	<b>19</b>	<b>0</b>	<b>11</b>	<b>40</b>
<b>TOTAL, ALL TASKS</b>							
		<b>1</b>	<b>71</b>	<b>61</b>	<b>4</b>	<b>21</b>	<b>158</b>
							<b>\$7,536</b>