

**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, May 3, 2022 at 5:30 p.m. at the **old Blaine County Courthouse Meeting Room Hailey, Idaho.**

This meeting is open to the public, but attendees are STRONGLY ENCOURAGED to attend by web access. Instructions below:

Please join the meeting from your computer, tablet, or smartphone.

<https://global.gotomeeting.com/join/723981309>

You can also dial in using your phone.

United States: 1 (312) 757-3121

Dial In Access Code: 723-981-309

The proposed Agenda for the meeting is as follows:

**AGENDA
May 3, 2022**

- I. APPROVE AGENDA – ACTION ITEM**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. PUBLIC HEARING – ACTION ITEM**
 - A. FY '22 Budget Update – Motion to Approve – **Attachment #1 – #2 ACTION ITEM**
- IV. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. April 5, 2022 Regular Meeting – Motion to Approve – **Attachment #3 ACTION ITEM**
- V. REPORTS**
 - A. Chair Report
 - B. Blaine County Report
 - C. City of Hailey Report
 - D. Fly Sun Valley Alliance Report
 - E. Airport Director's Report
- VI. AIRPORT STAFF BRIEF (5 Minutes Allotted)**
 - A. Noise Complaints in April
 - B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – **Attachment #4 – #6**
 - C. Airport Commercial Flight Interruptions (unofficial)
 - D. Review Correspondence – **Attachment #7**
- VII. ACTION ITEMS (a vote may occur but is not required to be taken)**
 - A. NEW BUSINESS
 - 1. None
 - B. CONTINUING BUSINESS
 - 1. None
- VIII. DISCUSSION AND UPDATES**
 - A. NEW BUSINESS
 - 1. None
 - B. CONTINUING BUSINESS
 - 1. Miscellaneous
 - i. Customer Facility Charge (CFC) Implementation – Update and Discussion
 - 2. Construction and Capital Projects
 - i. Tower Replacement – SUN Digital Tower Project – Update and Discussion
 - ii. Airport Closure and Pavement Rehabilitations Project - Update (given during Airport Director's Report)
 - 3. Airport Planning Projects
 - i. GHG Emissions Inventory – Discussion – **Attachment #8**
 - ii. Environmental Assessment (Land Acquisition) – Update
 - iii. Terminal Area Plan – Update
- IX. PUBLIC COMMENT**
- X. EXECUTIVE SESSION I.C. §74-206 (1),(c) To acquire an interest in real property which is not owned by a public agency**
- XI. ADJOURNMENT**

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III. PUBLIC HEARING – ACTION ITEM:

A. FY '22 Budget Update – Motion to Approve – **Attachment #1 - #2 ACTION ITEM**

Attachment #1 is the proposed FY '22 Budget Update Worksheet (Combined).

As stated in the Second Amended and Restated Joint Powers Agreement, the Board is required to hold a public hearing. **Attachment #2** is the Public Hearing Notice that was published on April 20, 2022 and April 27, 2022.

ACTION REQUESTED: Motion to approve the Proposed Friedman Memorial Airport Expenditure Budget Update for FY 2022 in the amount of \$33,997,829

IV. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:

A. April 5, 2022 Regular Meeting – Motion to Approve – **Attachment #3 ACTION ITEM**

V. REPORTS

A. Chair Report

This item is on the agenda to permit a Chair 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 Director's Report

This item is on the agenda to permit an Airport Director's report if appropriate.

VI. AIRPORT STAFF BRIEF – (5 Minutes Allotted)

A. Noise Complaints in April – **No Noise Complaints in April**

| LOCATION | DATE | TIME | AIRCRAFT TYPE | INCIDENT | ACTION/RESPONSE |
|----------|------|------|------------------|----------|-----------------|
| | | | | | |

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B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data - **Attachments #4 - #6**

Attachment #4 is Friedman Memorial Airport Profit & Loss Budget vs. Actual (unaudited)

Attachment #5 is 2001 - 2021 ATCT Traffic Operations Record comparison by month

Attachment #6 is 2021 Enplanements, Deplanements and 2021 Seat Occupancy data

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

March 2022

| | | |
|--|-------------------|----------------|
| Total Non-Federal Revenue | March, 2022 | \$2,088,418.45 |
| Total Non-Federal Revenue | March, 2021 | \$331,727.93 |
| Total Non-Federal Revenue | FY '22 thru March | \$4,300,243.80 |
| Total Non-Federal Revenue | FY '21 thru March | \$3,313,564.13 |
| Total Non-Federal Expenses | March, 2022 | \$274,175.08 |
| Total Non-Federal Expenses | March, 2021 | \$319,263.87 |
| Total Non-Federal Expenses | FY '22 thru March | \$1,953,020.47 |
| Total Non-Federal Expenses | FY '21 thru March | \$2,082,569.13 |
| Net Income excluding Federal Programs | FY '22 thru March | \$2,347,223.33 |
| Net Income excluding Federal Programs | FY '21 thru March | \$1,230,995.00 |
| Net Income to include Federal Programs | FY '22 thru March | -\$564,365.60 |
| Net Income to include Federal Programs | FY '21 thru March | \$863,315.90 |

C. Airport Commercial Inbound Flight Interruptions (unofficial):

| AIRLINE | FLIGHT CANCELLATIONS | FLIGHT DIVERSIONS |
|-----------------|----------------------|-------------------|
| | April 2022 | April 2022 |
| Alaska Airlines | None | None |
| Delta | None | None |
| United | None | None |

D. Review Correspondence – **Attachment #7**

See attached.

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

A. NEW BUSINESS

1. None

B. CONTINUING BUSINESS

1. None

VIII. DISCUSSION AND UPDATES

A. NEW BUSINESS

1. None

B. CONTINUING BUSINESS

1. Miscellaneous

- i. Customer Facility Charge (CFC) Implementation – Update and Discussion

The implementation of a Customer Facility Charge (CFC) was recommended in the adopted Airport Master Plan and was last discussed in March of 2020 just prior to the pandemic. Staff is bringing this back to the Board for consideration.

As a reminder, a CFC is a user fee associated with rental car activity at the airport. A CFC at SUN would be applied to rental car transaction days, and the collected fee(s), used toward improvements that support rental car activities at the airport such as a Quick Turn Around (QTA) facility and improvement rental car storage. In the meantime, the collection of a CFC could start now, building capital to address such future projects.

To date, Staff has been coordinating with the rental car agencies regarding a CFC, and all are supportive. Staff will present the administrative functions necessary to move forward with the implementation of a CFC at the airport and solicit input from the Board as we work toward potential future implementation.

2. Construction and Capital Projects

- i. Tower Replacement – SUN Digital Tower Project – Update and Discussion

Staff continues to work with our vendor Raytheon|Frequentis and consultant team to develop a Statement of Work and Contract for our Sun Digital Tower project. Our vendor and consultant team will attend the meeting (virtually) to introduce themselves to the Board and provide an update on past, ongoing, and upcoming efforts to get the project started as well as answer any questions from the Board. Action on a Statement of Work and Contract is expected to be requested at the June meeting.

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ii. Airport Closure and Pavement Rehabilitations Project – Update

The project began on time on April 18 and work continues. The primary update on the project will be given during the Airport Director's Report.

3. Airport Planning Projects

i. Greenhouse Gas (GHG) Emissions Inventory – Discussion – **Attachment #8**

The GHG emissions inventory for the airport is complete (**Attachment #8**). Our consultant Mead & Hunt will attend the meeting (virtually) to present the findings of the inventory and answer questions from the Board.

ii. Environmental Assessment (Land Acquisition) – Update

Approval of the final EA by the FAA for the 30-day public comment is forthcoming and is expected by May 6. Mead & Hunt is finalizing the EA document distribution plans and public comment collection mechanisms, including a specific website, to be ready for the formal 30-day public comment period.

Expect an update and additional details at the meeting.

iii. Terminal Area Plan – Update

The final Terminal Area Plan (TAP) report and executive summary are posted on the airport website. The final phase of stakeholder outreach is underway to present and answer questions stakeholders may have about the final TAP. This final phase is expected to be completed by the end of May. Results and feedback from this final phase of the project will be documented and provided to the Board as appropriate.

No presentation is planned at this meeting.

IX. PUBLIC COMMENT

X. EXECUTIVE SESSION – I.C. §74-206 (1),(c) To acquire an interest in real property which is not owned by a public agency

XI. ADJOURNMENT



FRIEDMAN MEMORIAL AIRPORT

FY 2022 BUDGET UPDATE

| VERSION: Created 4.11.22 | FY 2019 | FY 2020 | FY 2021 | | FY 2022 | | 2022 Budget Update | |
|--|------------|--------------|-----------------|------------|-------------|------------|--------------------|---------|
| | Year End | Year End | Proposed Budget | Year End | 2022 Budget | Projection | | |
| REVENUE | | | | | | | | |
| 4000-00 · AIR CARRIER | | | | | | | | |
| 4000-01 · Aircarrier - Lease Space | 345,860.42 | 354,458.29 | \$ 350,000 | \$ 174,943 | \$ 262,500 | \$ 335,261 | \$ 325,000 | |
| 4000-02 · Aircarrier - Landing Fees | 208,985.09 | 171,130.62 | \$ 118,000 | \$ 259,836 | \$ 235,000 | \$ 235,000 | \$ 235,000 | |
| 4000-03 · Aircarrier - Gate Fees | 0.00 | 0.00 | \$ - | \$ - | | | | |
| 4000-04 · Aircarrier - Utility Fees | 360.00 | 360.00 | \$ - | \$ 360 | \$ 360 | \$ 360 | \$ 360 | |
| 4010-07 · Aircarrier - '14 PFC Application | 411,321.10 | 236,629.00 | \$ 316,500 | \$ 301,034 | \$ 351,000 | \$ 430,220 | \$ 351,000 | |
| Total 4000-00 · AIRCARRIER | 966,526.61 | 762,577.91 | \$ 784,500 | \$ 736,173 | 848,860 | 1,000,841 | | 911,360 |
| 4020-00 · TERMINAL AUTO PARKING REVENUE | | | | | | | | |
| 4020-01 · Automobile Parking - Terminal | 500,053.00 | 295,361.45 | \$ 266,000 | \$ 407,517 | \$ 475,000 | \$ 475,000 | \$ 475,000 | |
| Total 4020-00 · TERMINAL AUTO PARKING REVENUE | 500,053.00 | 295,361.45 | \$ 266,000 | \$ 407,517 | 475,000 | 475,000 | | 475,000 |
| 4030-00 · AUTO RENTAL REVENUE | | | | | | | | |
| 4030-01 · Automobile Rental - Commission | 606,415.92 | 498,518.46 | \$ 303,600 | \$ 703,184 | \$ 570,000 | \$ 639,000 | \$ 570,000 | |
| 4030-02 · Automobile Rental - Counter | 28,293.12 | 29,029.92 | \$ 29,900 | \$ 29,546 | \$ 29,000 | \$ 29,000 | \$ 29,000 | |
| 4030-03 · Automobile Rental - Auto Prkng | 81,264.00 | 62,202.00 | \$ 85,000 | \$ 64,857 | \$ 62,000 | \$ 65,000 | \$ 62,000 | |
| 4030-04 · Automobile Rental - Utilities | 1,860.30 | 1,941.39 | \$ 2,000 | \$ 1,959 | \$ 2,000 | \$ 2,000 | \$ 2,000 | |
| Total 4030-00 · AUTO RENTAL REVENUE | 717,833.34 | 591,691.77 | \$ 420,500 | \$ 799,547 | 663,000 | 735,000 | | 663,000 |
| 4040-00 · TERMINAL CONCESSION REVENUE | | | | | | | | |
| 4040-01 · Terminal Shops - Commission | 11,835.55 | 7,649.66 | \$ 5,000 | \$ 11,953 | \$ 10,000 | \$ 12,000 | \$ 10,000 | |
| 4040-03 · Terminal Shops - Utility Fees | 1,905.30 | 1,941.37 | \$ 2,000 | \$ 1,959 | \$ 2,000 | \$ 2,000 | \$ 2,000 | |
| 4040-10 · Advertising - Commission | 40,763.80 | 29,674.40 | \$ 25,000 | \$ 45,022 | \$ 30,000 | \$ 45,000 | \$ 30,000 | |
| 4040-11 · Vending Machines - Commission | 11,236.86 | 6,200.10 | \$ 5,000 | \$ 6,441 | \$ 5,000 | \$ 5,400 | \$ 5,000 | |
| 4040-12 · Terminal ATM | 1,050.00 | 900.00 | \$ 1,000 | \$ 900 | \$ 900 | \$ 600 | \$ 900 | |
| Total 4040-00 · TERMINAL CONCESSION REVENUE | 66,791.51 | 46,365.53 | \$ 38,000 | \$ 66,275 | 47,900 | 65,000 | | 47,900 |
| 4050-00 · FBO REVENUE | | | | | | | | |
| 4050-01 · FBO - Lease Space | 157,911.16 | 161,901.60 | \$ 167,000 | \$ 163,966 | \$ 166,500 | \$ 166,500 | \$ 166,500 | |
| 4050-02 · FBO - Overnight Parking Fees | 421,400.19 | 344,641.00 | \$ 205,000 | \$ 413,066 | \$ 375,000 | \$ 410,000 | \$ 375,000 | |
| 4050-03 · FBO - Landing Fees - Trans. | 360,490.86 | 514,980.44 | \$ 90,000 | \$ - | \$ - | \$ - | \$ - | |
| 4050-04 · FBO - Commission | 28,433.53 | 25,024.69 | \$ 7,100 | \$ 32,519 | \$ 26,000 | \$ 33,500 | \$ 26,000 | |
| 4050-07 · FBO - Misc. | 4,265.00 | 0.00 | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Total 4050-00 · FBO REVENUE | 972,500.74 | 1,046,547.73 | \$ 469,100 | \$ 609,551 | 567,500 | 610,000 | | 567,500 |
| 4060-00 · FUEL FLOWAGE REVENUE | | | | | | | | |
| 4060-01 · Fuel Flowage - FBO | 363,004.38 | 315,020.67 | \$ 181,500 | \$ 430,541 | \$ 375,000 | \$ 425,000 | \$ 375,000 | |
| Total 4060-00 · FUEL FLOWAGE REVENUE | 363,004.38 | 315,020.67 | \$ 181,500 | \$ 430,541 | 375,000 | 425,000 | | 375,000 |
| 4070-00 · TRANSIENT LANDING FEES REVENUE | | | | | | | | |
| 4070-01 · Landing Fees - Transient | 0.00 | 0.00 | \$ 180,000 | | | | | |
| 4070-02 · Landing Fees - Non-Comm./Gov't | 218.82 | 112,497.86 | \$ 200 | \$ 653,799 | \$ 650,000 | \$ 650,000 | \$ 650,000 | |
| Total 4070-00 · TRANSIENT LANDING FEES REVENUE | 218.82 | 112,497.86 | \$ 180,200 | \$ 653,799 | 650,000 | 650,000 | | 650,000 |
| 4080-00 · HANGAR REVENUE | | | | | | | | |



FRIEDMAN MEMORIAL AIRPORT
FY 2022 BUDGET UPDATE

| VERSION: Created 4.11.22 | FY 2019 | FY 2020 | FY 2021 | | FY 2022 | | 2022 Budget Update |
|--|------------|------------|-----------------|------------|-------------|------------|--------------------|
| | Year End | Year End | Proposed Budget | Year End | 2022 Budget | Projection | |
| 4080-01 · Hangar - Land Lease | 606,686.34 | 628,196.96 | \$ 682,000 | \$ 639,276 | \$ 649,100 | \$ 649,100 | \$ 649,100 |
| 4080-02 · Hangar/Trans. Fee - Land Lease | 14,160.00 | 22,325.00 | \$ - | \$ 132,795 | \$ 23,000 | \$ 23,000 | \$ 23,000 |
| 4080-03 · Hangar/Utilities (E8, 11, 24) | 0.00 | 0.00 | \$ 1,500 | \$ 700 | \$ - | \$ - | \$ - |
| 4080-05 · Hangar Rental - FMA Owned | 32,754.84 | 32,377.52 | \$ 30,000 | \$ 32,818 | \$ 32,960 | \$ 32,960 | \$ 32,960 |
| Total 4080-00 · HANGAR REVENUE | 653,601.18 | 682,899.48 | \$ 713,500 | \$ 805,589 | 705,060 | 705,060 | \$ 705,060 |
| 4090-00 · TIEDOWN PERMIT FEES REVENUE | | | | | | | |
| 4090-01 · Tiedown Permit Fees (FMA) | 12,370.37 | 19,964.19 | \$ 20,000 | \$ 33,243 | \$ 31,000 | \$ 31,000 | \$ 31,000 |
| Total 4090-00 · TIEDOWN PERMIT FEES REVENUE | 12,370.37 | 19,964.19 | \$ 20,000 | \$ 33,243 | 31,000 | 31,000 | \$ 31,000 |
| 4100-00 · POSTAL CARGO REVENUE | | | | | | | |
| 4100-01 · Cargo Carriers - Landing Fees | 10,878.56 | 9,322.68 | \$ 10,500 | \$ - | \$ - | | |
| 4100-02 · Postal Cargo - Tiedown | 2,970.00 | 4,020.75 | \$ 3,000 | \$ 5,472 | \$ 5,500 | \$ 5,472 | \$ 5,500 |
| Total 4100-00 · POSTAL CARGO REVENUE | 13,848.56 | 13,343.43 | \$ 13,500 | \$ 5,472 | 5,500 | 5,472 | \$ 5,500 |
| 4110-00 · MISCELLANEOUS REVENUE | | | | | | | |
| 4110-01 · Misc. Revenue | 22,818.45 | 6,152.91 | \$ 5,000 | \$ 16,856 | \$ 5,000 | \$ 5,000 | \$ 5,000 |
| 4110-05 · Misc. Incident/Accident | 0.00 | 47,198.02 | \$ - | \$ - | \$ - | | \$ - |
| 4110-09 · Misc. Expense Reimbursement | 8.65 | 0.00 | \$ - | \$ 40 | \$ - | | \$ - |
| Total 4110-00 · MISCELLANEOUS REVENUE | 22,827.10 | 53,350.93 | \$ 5,000 | \$ 16,896 | 5,000 | 5,000 | \$ 5,000 |
| 4120-00 · GROUND TRANSP. PERMIT REVENUE | | | | | | | |
| 4120-01 · Ground Transportation Permit | 22,500.00 | 19,300.00 | \$ 20,000 | \$ 19,150 | \$ 24,000 | \$ 19,150 | \$ 24,000 |
| 4120-02 · GTSP - Trip Fee | 5,100.00 | 3,380.00 | \$ - | \$ 3,380 | \$ 5,000 | \$ 3,380 | \$ 5,000 |
| Total 4120-00 · GROUND TRANSP. PERMIT REVENUE | 27,600.00 | 22,680.00 | \$ 20,000 | \$ 22,530 | 29,000 | 22,530 | \$ 29,000 |
| 4400-00 · TSA/SECURITY | | | | | | | |
| 4400-02 · Terminal Lease | 40,365.00 | 40,365.00 | \$ 40,365 | \$ 41,910 | \$ 42,000 | \$ 41,910 | \$ 42,000 |
| 4400-03 · Security Prox. Cards | 36,110.00 | 29,830.00 | \$ 36,000 | \$ 33,540 | \$ 30,000 | \$ 33,540 | \$ 30,000 |
| Total 4400-00 · TSA/SECURITY | 76,475.00 | 70,195.00 | \$ 76,365 | \$ 75,450 | 72,000 | 75,450 | \$ 72,000 |
| 4500-00 · IDAHO STATE GRANT PROGRAM REV. | | | | | | | |
| 4500-18 · SUN-18 | 25,000.00 | 0.00 | \$ - | | | | |
| 4500-19 · SUN-19 | 15,000.00 | 0.00 | \$ - | | | | |
| 4500-20 · SUN-20 | 0.00 | 15,000.00 | \$ - | | | | |
| 4500-21 · SUN-21 | 0.00 | 0.00 | \$ 15,000 | \$ - | \$ - | | \$ - |
| Total 4500-00 · IDAHO STATE GRANT PROGRAM REV. | 40,000.00 | 15,000.00 | \$ 15,000 | \$ - | 0 | 0 | 0 |
| 4510-00 · SMALL COMMUNITY AIR SERV. GRANT | | | | | | | |
| 4510-01 - Small Community Air Service Grant 2013 | 0.00 | 0.00 | \$ - | | | | |
| 4510-02 - Small Community Air Service Grant 2016 | 0.00 | 0.00 | \$ - | | | | |
| Total 4510-00 · SMALL COMMUNITY AIR SERV. GRANT | 0.00 | 0.00 | \$ - | | | | |
| 4520-00 · INTEREST REVENUE | | | | | | | |
| 4520-01 · Interest Revenue - General | 44,499.38 | 32,929.88 | \$ 20,000 | \$ 11,719 | \$ 32,930 | \$ 15,000 | \$ 15,000 |
| 4520-07 · Interest Revenue - '14 PFC | 88.50 | 22.87 | \$ - | \$ 32 | \$ - | | \$ - |
| 4520-08 · Finance Fee Rev. | 3.92 | 0.00 | \$ - | \$ - | \$ - | | \$ - |
| Total 4520-00 · INTEREST REVENUE | 44,591.80 | 32,952.75 | \$ 20,000 | \$ 11,750 | 32,930 | 15,000 | 15,000 |
| 4600-00 · CARES Act Grant Operational | | | | | | | |



FRIEDMAN MEMORIAL AIRPORT
FY 2022 BUDGET UPDATE

| VERSION: Created 4.11.22 | FY 2019 | FY 2020 | FY 2021 | | FY 2022 | | 2022 Budget Update | | | | | |
|---|--------------|--------------|-----------------|-----------|-------------|------------|--------------------|-----------|-----------|-----------|----|-----------|
| | Year End | Year End | Proposed Budget | Year End | 2022 Budget | Projection | | | | | | |
| | | | | | | | | | | | | |
| 4600-01 · CARES Act Grant Operational | | | \$ | 2,000,000 | \$ | 2,000,000 | \$ | 2,000,000 | | | | |
| Total 4600-00 · CARES Act Grant Operational | | | \$ | 2,000,000 | | 2,000,000 | | 2,000,000 | | | | |
| | | | | | | | | | | | | |
| TOTAL REVENUE | 4,478,242.41 | 4,080,448.70 | \$ | 3,223,165 | \$ | 6,674,333 | | 6,507,750 | 6,820,353 | 6,552,320 | | |
| "A" EXPENSES | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| 5000-00 · A EXPENDITURES | | | | | | | | | | | | |
| 5000-01 · Salaries - Airport Director | 154,021.86 | 157,724.49 | \$ | 158,371 | \$ | 158,371 | \$ | 158,371 | \$ | 166,290 | \$ | 158,371 |
| 5010-00 · Salaries - Deputy Director F&A | 140,388.35 | 268,340.58 | \$ | 115,274 | \$ | 103,500 | \$ | 106,000 | \$ | 108,000 | \$ | 106,000 |
| | | | | | | | | | | | | |
| 5010-01 · Salaries - Admin Coordinator | 171,170.78 | 122,542.08 | \$ | 122,803 | \$ | 124,292 | \$ | 120,000 | \$ | 50,000 | \$ | 120,000 |
| | | | | | | | | | | | | |
| 5010-02 · Salaries - Public Information Officer | 0.00 | 0.00 | \$ | - | | | \$ | - | | | | |
| 5010-03 · Salaries - Sr. Admin Coordinator | 0.00 | 28,500.29 | \$ | 68,494 | \$ | 31,094 | \$ | 71,302 | \$ | 65,000 | \$ | 71,302 |
| 5020-00 · Salaries - Deputy Director O&M | | 171,907.60 | \$ | 113,859 | \$ | 99,677 | \$ | 100,700 | \$ | 118,832 | \$ | 100,700 |
| 5030-00 · Salaries - ARFF/OPS Specialist | 447,137.06 | 457,797.01 | \$ | 456,040 | \$ | 492,628 | \$ | 577,139 | \$ | 542,000 | \$ | 577,139 |
| 5030-01 · Salaries - Parking Specialists | | | | | | | | \$ | | 42,417 | \$ | 42,500 |
| | | | | | | | | | | | | |
| 5040-00 · Salaries- Security Manager | 87,495.84 | 91,875.04 | \$ | 87,568 | \$ | 94,190 | \$ | 91,568 | \$ | 96,146 | \$ | 91,568 |
| 5050-00 · Salaries - Seasonal Snow Removal | 20,268.00 | 39,093.00 | \$ | 55,000 | \$ | 64,186 | \$ | 70,000 | \$ | 45,000 | \$ | 70,000 |
| 5050-01 · Salaries - Seasonal - Arpt. Host | 4,582.75 | 5,137.50 | \$ | 5,000 | \$ | 3,923 | \$ | 5,000 | \$ | 5,000 | \$ | 5,000 |
| 5050-02 · Salaries - Salary Adjustment/Merit | 0.00 | 0.00 | \$ | - | \$ | - | \$ | 79,084 | \$ | - | \$ | 79,084 |
| 5050-03 · Salaries - One Time Pay | 0.00 | 0.00 | \$ | - | \$ | 12,550 | \$ | 5,000 | \$ | 3,000 | \$ | 5,000 |
| 5050-04 · ARFF Coverage | | | | | \$ | 1,420 | \$ | 9,600 | \$ | 4,000 | \$ | 9,600 |
| 5060-01 · Overtime - General | 0.00 | 0.00 | \$ | 2,000 | \$ | - | \$ | 2,000 | \$ | 2,000 | \$ | 2,000 |
| 5060-02 · Overtime - Snow Removal | 58,852.68 | 29,037.38 | \$ | 45,000 | \$ | 18,267 | \$ | 45,000 | \$ | 30,000 | \$ | 45,000 |
| 5060-04 · OT - Security | 0.00 | 0.00 | \$ | 5,000 | \$ | - | \$ | - | | | \$ | - |
| 5070-05 · Compensated Absences Accrued | 35,653.99 | (137,621.53) | \$ | - | \$ | (40,735) | \$ | - | | | \$ | - |
| 5100-00 · Retirement | 133,144.22 | 149,833.16 | \$ | 143,000 | \$ | 147,829 | \$ | 161,550 | \$ | 141,721 | \$ | 161,550 |
| 5110-00 · Social Security/Medicare | 87,414.18 | 93,998.43 | \$ | 98,352 | \$ | 87,892 | \$ | 110,250 | \$ | 97,743 | \$ | 110,250 |
| 5120-00 · Life Insurance | 1,273.59 | 1,478.26 | \$ | 2,000 | \$ | - | \$ | 2,000 | \$ | - | \$ | 2,000 |
| 5130-00 · Medical Insurance | 193,248.31 | 224,559.16 | \$ | 256,640 | \$ | 223,236 | \$ | 255,000 | \$ | 230,000 | \$ | 255,000 |
| | | | | | | | | | | | | |
| 5160-00 · Workman's Compensation | 16,634.50 | 20,036.00 | \$ | 20,000 | \$ | 18,625 | \$ | 20,000 | \$ | 18,031 | \$ | 20,000 |
| 5170-00 · Unemployment Claims | 961.88 | 660.44 | \$ | - | | | \$ | - | \$ | - | \$ | - |
| 5180-00 · Prior year p/r/ corrections | | | | | \$ | (7,564) | | | | | | |
| TOTAL "A" EXPENDITURES | 1,552,247.99 | 1,724,898.89 | \$ | 1,754,402 | \$ | 1,633,382 | | 1,989,564 | | 1,765,180 | | 2,032,064 |
| "B" EXPENSES - ADMINISTRATIVE | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| 6000-00 · TRAVEL EXPENSE | | | | | | | | | | | | |
| 6000-01 · Travel - Conference/Project Expenses | 27,985.14 | 4,373.31 | \$ | 37,400 | \$ | 1,658 | \$ | 40,000 | \$ | 15,000 | \$ | 40,000 |
| | | | | | | | | | | | | |
| Total 6000-00 · TRAVEL EXPENSE | 27,985.14 | 4,373.31 | \$ | 37,400 | \$ | 1,658 | | 40,000 | | 15,000 | \$ | 40,000 |
| 6010-00 · SUPPLIES/EQUIPMENT EXPENSE | | | | | | | | | | | | |
| 6010-01 · Supplies - Office | 7,960.82 | 3,991.75 | \$ | 8,000 | \$ | 5,947 | \$ | 8,000 | \$ | 8,000 | \$ | 8,000 |
| 6010-02 · Supplies - Parking | 1,083.51 | 820.38 | \$ | 1,000 | \$ | 184 | \$ | 1,000 | \$ | 1,000 | \$ | 1,000 |



FRIEDMAN MEMORIAL AIRPORT
FY 2022 BUDGET UPDATE

| VERSION: Created 4.11.22 | FY 2019 | FY 2020 | FY 2021 | | FY 2022 | | 2022 Budget Update |
|--|------------|------------|-----------------|------------|-------------|------------|--------------------|
| | Year End | Year End | Proposed Budget | Year End | 2022 Budget | Projection | |
| 6010-03 · Supplies - Computer | 10,353.59 | 8,046.56 | \$ 6,000 | \$ 7,651 | \$ 13,000 | \$ 13,000 | \$ 13,000 |
| Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE | 19,397.92 | 12,858.69 | \$ 15,000 | \$ 13,782 | 22,000 | 22,000 | 22,000 |
| 6020-00 · INSURANCE | | | | | | | |
| 6020-01 · Insurance - Liability | 50,692.00 | 53,257.00 | \$ 55,920 | \$ 53,124 | \$ 55,920 | \$ 52,409 | \$ 55,920 |
| 6020-02 · Insurance - Public Officials | 0.00 | 0.00 | \$ - | \$ - | \$ - | | |
| 6020-03 · Insurance-Bldg/Unlic.Veh./Prop | 0.00 | 0.00 | \$ - | \$ - | \$ - | | |
| Total 6020-00 · INSURANCE | 50,692.00 | 53,257.00 | \$ 55,920 | \$ 53,124 | 55,920 | 52,409 | 55,920 |
| 6030-00 · UTILITIES | | | | | | | |
| 6030-01 · Utilities - Gas/Terminal | 14,100.01 | 14,100.00 | \$ 18,000 | \$ 12,925 | \$ 15,000 | \$ 13,000 | \$ 15,000 |
| 6030-02 · Utilities - Gas/AOB & Cold Storage | 4,476.00 | 4,280.00 | \$ 8,500 | \$ 5,232 | \$ 4,700 | \$ 5,500 | \$ 4,700 |
| 6030-03 · Utilities - Elect./Runway&PAPI | 5,837.85 | 5,329.95 | \$ 6,500 | \$ 5,860 | \$ 6,000 | \$ 6,000 | \$ 6,000 |
| 6030-04 · Utilities - Elec./AOB & Cold Storage | 8,056.20 | 7,703.56 | \$ 8,500 | \$ 8,325 | \$ 8,100 | \$ 8,100 | \$ 8,100 |
| 6030-05 · Utilities - Electric/Terminal | 54,748.26 | 54,885.93 | \$ 50,000 | \$ 49,528 | \$ 56,000 | \$ 52,000 | \$ 56,000 |
| 6030-06 · Utilities - Telephone | 16,875.06 | 17,030.52 | \$ 16,000 | \$ 16,123 | \$ 17,200 | \$ 16,500 | \$ 17,200 |
| 6030-07 · Utilities - Water | 8,933.48 | 12,894.24 | \$ 18,000 | \$ 9,860 | \$ 11,000 | \$ 10,500 | \$ 11,000 |
| 6030-08 · Utilities - Garbage Removal | 13,890.43 | 12,886.52 | \$ 14,500 | \$ 13,912 | \$ 13,500 | \$ 14,500 | \$ 13,500 |
| 6030-09 · Utilities - Sewer | 4,021.42 | 5,267.51 | \$ 4,100 | \$ 5,112 | \$ 4,800 | \$ 4,800 | \$ 4,800 |
| 6030-11 · Utilities - Electric/Tower | 5,410.19 | 5,649.07 | \$ 5,500 | \$ 7,399 | \$ 5,800 | \$ 6,700 | \$ 5,800 |
| 6030-12 · Utilities - Elec./Brdfrd. Hghl | 387.24 | 359.72 | \$ 500 | \$ 452 | \$ 400 | \$ 500 | \$ 400 |
| 6030-13 · Utilities - Elec. - Exit Booth | 2,250.19 | 1,808.47 | \$ 2,500 | \$ 1,413 | \$ 2,200 | \$ 1,900 | \$ 2,200 |
| 6030-15 · Utilities - Elec/AWOS | 3,645.22 | 3,666.35 | \$ 4,000 | \$ 3,484 | \$ 3,800 | \$ 3,800 | \$ 3,800 |
| 6030-16 · Utilities - Elec. Wind Cone | 115.32 | 119.58 | \$ 150 | \$ 134 | \$ 150 | \$ 150 | \$ 150 |
| 6030-17 · Utilities - Elec./Gas - Hangar | 3,314.16 | 2,767.15 | \$ 3,500 | \$ 3,031 | \$ 3,500 | \$ 5,000 | \$ 3,500 |
| 6030-18 · Utilities - Lubricant Waste Disposal | 0.00 | 540.00 | \$ 500 | \$ 292 | \$ 600 | \$ 300 | \$ 600 |
| Total 6030-00 · UTILITIES | 146,061.03 | 149,288.57 | \$ 160,750 | \$ 143,079 | 152,750 | 149,250 | 152,750 |
| 6040-00 · SERVICE PROVIDER | | | | | | | |
| 6040-01 · Service Provider - General | 0.00 | 562.00 | \$ - | \$ 238 | \$ - | | |
| 6040-02 · Service Provider - Term. Services | 4,501.56 | 8,828.18 | \$ 5,631 | \$ 6,505 | \$ 8,900 | \$ 8,900 | \$ 8,900 |
| 6040-03 · Service Provider - AOB Services | 56,139.94 | 62,639.85 | \$ 52,000 | \$ 51,231 | \$ 52,000 | \$ 52,000 | \$ 52,000 |
| 6040-04 · Service Provider - Operations | 13,350.00 | 28,434.70 | \$ 15,996 | \$ 15,941 | \$ 16,000 | \$ 16,000 | \$ 16,000 |
| Total 6040-00 · SERVICE PROVIDER | 73,991.50 | 100,464.73 | \$ 73,627 | \$ 73,915 | 76,900 | 76,900 | 76,900 |
| 6050-00 · PROFESSIONAL SERVICES | | | | | | | |
| 6050-01 · Professional Services - Legal | 49,644.60 | 73,079.00 | \$ 60,000 | \$ 88,406 | \$ 80,000 | \$ 80,000 | \$ 80,000 |
| 6050-02 · Professional Services - Audit/Finance | 52,820.22 | 64,915.73 | \$ 70,000 | \$ 59,888 | \$ 70,000 | \$ 70,000 | \$ 70,000 |
| 6050-03 · Professional Services - Engineer | 14,288.15 | 76,435.46 | \$ 25,000 | \$ 7,441 | \$ 25,000 | \$ 25,000 | \$ 25,000 |
| 6050-04 · Professional Services - Human Resources | 0.00 | 29,375.07 | \$ 20,000 | \$ 6,004 | \$ 12,000 | \$ 12,000 | \$ 12,000 |
| 6050-05 · Professional Services - Gen. | 33,788.30 | 16,991.25 | \$ 10,000 | \$ 198,250 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| 6050-07 · Professional Services - Architect | 0.00 | 4,253.75 | \$ - | \$ - | \$ - | \$ - | \$ - |
| 6050-10 · Prof. Srvcs.-IT/Comp. Support | 18,783.00 | 4,224.15 | \$ 15,000 | \$ 38,567 | \$ 80,000 | \$ 80,000 | \$ 80,000 |
| 6050-12 · Prof. Serv.-Planning - Air Service | 2,612.75 | 14,737.30 | \$ 7,000 | \$ 6,813 | \$ 8,000 | \$ 8,000 | \$ 8,000 |
| 6050-13 · Prof. Serv.-Website Design & Maintenance | 1,697.76 | 47,157.00 | \$ 4,000 | \$ 9,292 | \$ 4,000 | \$ 10,000 | \$ 4,000 |



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|---|------------|------------|-----------------|------------|-------------|------------|--------------------|---------|
| | Year End | Year End | Proposed Budget | Year End | 2022 Budget | Projection | | |
| 6050-15 · Professional Services - Comm Coord/Outreach | 2,596.50 | 0.00 | \$ 42,000 | \$ 14,485 | \$ 42,000 | \$ 25,000 | \$ | 42,000 |
| 6050-17 · Professional Services - Airspace Consulting | 34,754.10 | 0.00 | \$ 25,000 | \$ 24,963 | \$ 55,000 | \$ 55,000 | \$ | 55,000 |
| 6050-18 · Professional Services - Approach Maintenance & Misc. Services | 0.00 | 0.00 | \$ 30,000 | \$ 781 | \$ 8,000 | \$ 8,000 | \$ | 8,000 |
| 6050-19 · Professional Services - ATCT Relocation | 21,432.98 | 1,700.00 | \$ 30,000 | \$ 14,738 | \$ 55,000 | \$ 55,000 | \$ | 55,000 |
| 6050-20 · Professional Services - New Approach | | 1,778.90 | | | \$ 75,000 | \$ 75,000 | \$ | 75,000 |
| 6050-00 · Professional Services - Other | | 1,778.90 | | | \$ 25,000 | \$ 25,000 | \$ | 25,000 |
| Total 6050-00 · PROFESSIONAL SERVICES | 232,418.36 | 336,426.51 | \$ 338,000 | \$ 469,627 | 554,000 | 543,000 | | 554,000 |
| 6060-00 · MAINTENANCE-OFFICE EQUIPMENT | | | | | | | | |
| 6060-01 · Maint.-Office Equip./Gen. | 17.36 | 0.00 | \$ - | \$ 17 | \$ - | | | |
| 6060-04 · Maintenance - Copier | 1,906.93 | 1,443.34 | \$ 2,000 | \$ 1,553 | \$ 2,000 | \$ 200 | \$ | 2,000 |
| 6060-05 · Maintenance - Phone | 1,215.00 | 1,215.00 | \$ 1,300 | \$ 1,215 | \$ 1,300 | \$ 1,215 | \$ | 1,300 |
| Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT | 3,139.29 | 2,658.34 | \$ 3,300 | \$ 2,785 | 3,300 | 1,415 | | 3,300 |
| 6070-00 · RENT/LEASE OFFICE EQUIPMENT | | | | | | | | |
| 6070-02 · Rent/Lease - Postage Meter | 1,390.23 | 1,170.60 | \$ 1,200 | \$ 1,171 | \$ 1,200 | \$ 1,171 | \$ | 1,200 |
| Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT | 1,390.23 | 1,170.60 | \$ 1,200 | \$ 1,171 | 1,200 | 1,171 | | 1,200 |
| 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E | | | | | | | | |
| 6080-01 · Dues/Memberships | 7,321.14 | 2,486.01 | \$ 6,000 | \$ 6,671 | \$ 6,000 | \$ 6,000 | \$ | 6,000 |
| 6080-04 · Publications | 3,753.80 | 2,362.37 | \$ 5,000 | \$ 4,786 | \$ 2,500 | \$ 3,500 | \$ | 2,500 |
| Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E | 11,074.94 | 4,848.38 | \$ 11,000 | \$ 11,457 | 8,500 | 9,500 | | 8,500 |
| 6090-00 · POSTAGE | | | | | | | | |
| 6090-01 · Postage/Courier Service | 1,304.47 | 669.72 | \$ 2,000 | \$ 919 | \$ 1,500 | \$ 1,000 | \$ | 1,500 |
| 6090-00 · Postage/Courier Service | | | | \$ 267 | | | | |
| Total 6090-00 · POSTAGE | 1,304.47 | 669.72 | \$ 2,000 | \$ 1,186 | 1,500 | 1,000 | | 1,500 |
| 6100-00 · EDUCATION/TRAINING | | | | | | | | |
| 6100-01 · Education/Training - Admin. | 4,161.00 | 2,965.95 | \$ 15,000 | \$ 3,084 | \$ 10,000 | \$ 5,000 | \$ | 10,000 |
| 6100-02 · Education/Training - OPS | 6,608.69 | 4,335.36 | \$ 15,000 | \$ 3,569 | \$ 14,000 | \$ 14,000 | \$ | 14,000 |
| 6100-03 · Education/Training - ARFF | 17,231.94 | 11,326.18 | \$ 14,500 | \$ 17,549 | \$ 12,000 | \$ 20,000 | \$ | 12,000 |
| 6100-04 · Education/Training - Trienn. Drill | 1,303.29 | 2,712.79 | \$ - | \$ 754 | \$ - | | \$ | - |
| 6100-06 · Education - Security | 1,309.03 | 680.00 | \$ 3,000 | \$ 515 | \$ 3,000 | | \$ | 3,000 |
| 6100-08 · Education/Training - HFD/BFD | 0.00 | 0.00 | \$ 5,000 | \$ - | \$ 5,000 | | \$ | 5,000 |
| Total 6100-00 · EDUCATION/TRAINING | 30,613.95 | 22,020.28 | \$ 52,500 | \$ 25,471 | 44,000 | 39,000 | | 44,000 |
| 6101-00 · PUBLIC OUTREACH/COMMUNICATIONS | | | | | | | | |
| 6101-01 · Public Outr/Comm - Publications/Sponsorships | 28,670.04 | 34,440.58 | \$ 35,000 | \$ 27,318 | \$ 35,000 | \$ 30,000 | \$ | 35,000 |
| 6101-02 · Public Outr/Comm - Noise Abatement | 0.00 | 2,468.02 | \$ 500 | | \$ 500 | \$ - | \$ | 500 |
| 6101-03 · Public Outr/Comm - SAAC | 6,294.95 | 175.00 | \$ 10,000 | \$ 5,242 | \$ 8,000 | \$ 8,000 | \$ | 8,000 |
| Total 6101-00 · PUBLIC OUTREACH/COMMUNICATIONS | 34,964.99 | 37,083.60 | \$ 45,500 | \$ 32,560 | 43,500 | 38,000 | | 43,500 |
| 6110-00 · CONTRACTS | | | | | | | | |
| 6110-02 · Contracts - FMAA | 42,000.00 | 42,000.00 | \$ 42,000 | \$ 38,500 | \$ 42,000 | \$ 42,000 | \$ | 42,000 |



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|---|--------------|--------------|-----------------|--------------|-------------|------------|--------------------|
| | Year End | Year End | Proposed Budget | Year End | 2022 Budget | Projection | |
| 6110-03 · Contracts - FBO/Aircraft Parking Fee Collection | 58,800.00 | 39,200.00 | \$ 50,000 | | \$ - | | \$ - |
| 6110-08 · Contracts - Eccles Tree Lights | 7,500.00 | 0.00 | \$ - | | \$ - | | \$ - |
| 6110-16 · Contracts - Prkg Mngt Fee/Ops | 340,226.54 | 265,480.92 | \$ 165,000 | \$ 206,063 | \$ 262,000 | \$ 85,000 | \$ 200,000 |
| 6110-17 · Contracts - Landing Fee Equipment Maintenance | 0.00 | 14,560.22 | \$ 15,000 | | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| 6110-18 · Contracts - Vector Commissions | 0.00 | 14,560.22 | \$ - | \$ 84,795 | \$ 97,500 | \$ 97,500 | \$ 97,500 |
| Total 6110-00 · CONTRACTS | 448,526.54 | 375,801.36 | \$ 272,000 | \$ 329,359 | 416,500 | 239,500 | 354,500 |
| 6130-00 · MISCELLANEOUS EXPENSES | | | | | | | |
| 6130-01 · Misc. - General | 14,039.45 | 9,068.69 | \$ 15,000 | \$ 303,393 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| 6130-19 · COVID-19 | 0.00 | 68,526.72 | \$ - | \$ 25,018 | \$ - | \$ - | \$ - |
| 6140-00 · Bank Fees | 17,613.28 | 15,410.03 | \$ 20,000 | \$ 20,704 | \$ 15,000 | \$ 21,000 | \$ 15,000 |
| 6140-01 · Merchant Fees | 0.00 | 165.16 | \$ - | \$ 363 | \$ 250 | \$ 500 | \$ 250 |
| 6150-01 · Interest Exp - Prkg. Lot Equip | 6,545.35 | 2,904.19 | \$ - | | \$ - | \$ - | |
| Total 6130-00 · MISCELLANEOUS EXPENSES | 38,198.08 | 96,074.79 | \$ 35,000 | \$ 349,478 | 30,250 | 36,500 | 30,250 |
| 6400-00 · DOT/SCASGP | | | | | | | |
| 6400-01 · DOT/SCASGP | 0.00 | 0.00 | \$ - | | \$ - | | |
| 6400-02 · DOT/SCASGP - FMAA | 2.93 | 0.00 | \$ - | | \$ - | | |
| Total 6400-00 · DOT/SCASGP | 2.93 | 0.00 | \$ - | \$ - | 0 | 0 | 0 |
| TOTAL "B" ADMINISTRATIVE EXPENSES | 1,119,761.37 | 1,196,995.88 | \$ 1,103,197 | \$ 1,508,653 | 1,450,320 | 1,224,645 | 1,388,320 |
| "B" EXPENSES - OPERATIONS | | | | | | | |
| 6500-00 · SUPPLIES/EQUIPMENT- OPERATIONS | | | | | | | |
| 6500-01 · Supplies/Equipment - General | 6,038.44 | 3,402.29 | \$ 5,000 | \$ 10,335 | \$ 7,500 | \$ 7,500 | \$ 7,500 |
| 6500-02 · Supplies/Equipment - Tools | 4,252.81 | 2,654.48 | \$ 5,000 | \$ 5,495 | \$ 8,000 | \$ 8,000 | \$ 8,000 |
| 6500-03 · Supplies/Equipment - Clothing | 2,572.14 | 1,189.04 | \$ 5,000 | \$ 2,942 | \$ 3,500 | \$ 3,500 | \$ 3,500 |
| 6500-04 · Supplies/Equipment - Janitorial | 20,136.00 | 21,200.54 | \$ 22,000 | \$ 25,389 | \$ 22,000 | \$ 22,000 | \$ 22,000 |
| Total 6500-00 · SUPPLIES/EQUIPMENT - OPERATIONS | 32,999.39 | 28,446.35 | \$ 37,000 | \$ 44,160 | \$ 41,000 | \$ 41,000 | \$ 41,000 |
| 6505-00 · EQUIP/VEHICLE-LEASE/RENTAL | | | | | | | |
| 6505-01 · General | 48,559.84 | 87,759.16 | \$ 90,000 | \$ 87,534 | \$ 90,000 | \$ 88,000 | \$ 90,000 |
| Total 6510-00 · EQUIP/VEHICLE-LEASE/RENTAL | 48,559.84 | 87,759.16 | \$ 90,000 | \$ 87,534 | \$ 90,000 | \$ 88,000 | \$ 90,000 |
| 6510-00 · FUEL/LUBRICANTS | | | | | | | |
| 6510-01 · General | 0.00 | 185.50 | \$ 500 | \$ 358 | \$ - | | |
| 6510-02 · Fuel | 39,693.08 | 30,929.04 | \$ 50,000 | \$ 39,640 | \$ 50,000 | \$ 50,000 | \$ 50,000 |
| 6510-03 · Lubricants | 1,374.90 | 3,649.74 | \$ 6,600 | \$ 4,155 | \$ 5,000 | \$ 5,000 | \$ 5,000 |
| Total 6510-00 · FUEL/LUBRICANTS | 41,067.98 | 34,764.28 | \$ 57,100 | \$ 44,153 | \$ 55,000 | \$ 55,000 | \$ 55,000 |
| 6520-00 · VEHICLES/MAINTENANCE | | | | | | | |
| 6520-01 · R/M Equipment - General | 7,607.99 | 9,942.25 | \$ 9,000 | \$ 22,340 | \$ 19,000 | | \$ 19,000 |
| 6520-06 · R/M Equip. '85 Ford Dump | 240.87 | 1,630.11 | \$ 2,500 | \$ 2,954 | \$ 1,000 | | \$ 1,000 |
| 6520-08 · R/M Equip. - '96 Tiger Tractor | 1,253.17 | 234.37 | \$ 1,200 | \$ 2,986 | \$ 1,200 | | \$ 1,200 |
| 6520-09 · R/M Equip. - '96 Oshkosh Swp. | 1,795.94 | 137.10 | \$ 3,500 | \$ 2,267 | | | \$ - |
| 6520-17 · R/M Equip. '01 Case 921 Ldr. | 633.06 | 1,815.52 | \$ 2,200 | \$ 143 | \$ 500 | | \$ 500 |
| 6520-20 · R/M Equip. - '02 Kodiak Blower | 4,416.93 | 897.96 | \$ 1,150 | \$ 5,267 | \$ 750 | | \$ 750 |



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|--|------------|------------|-----------------|------------|-------------|------------|--------------------|
| | Year End | Year End | Proposed Budget | Year End | 2022 Budget | Projection | |
| 6520-25 · R/M Equip. - '04 Batts De-Ice | 65.56 | | \$ 6,000 | \$ 101 | \$ 500 | | \$ 500 |
| 6520-28 · R/M Equip. - '06 Case 621 Loader | 9,157.17 | 778.67 | \$ 2,500 | \$ 35 | \$ 1,000 | | \$ 1,000 |
| 6520-29 · R/M Equip. - '10 Wausau Broom/Plow | 12,073.72 | 10,192.54 | \$ 15,500 | \$ 5,439 | \$ 1,100 | | \$ 1,100 |
| 6520-30 · R/M Equip. - '05 Ford F-350 | 1,659.18 | 8,823.65 | \$ 1,600 | \$ 1,044 | \$ 1,600 | | \$ 1,600 |
| 6520-31 · R/M Equip. - '10 Oshkosh Blower | 1,554.16 | 1,995.23 | \$ 3,500 | \$ 4,319 | \$ 3,500 | | \$ 3,500 |
| 6520-32 · R/M Equip. - '09 Mini Truck | 163.97 | 359.45 | \$ 350 | \$ 75 | \$ 350 | | \$ 350 |
| 6520-34 · R/M Equip. - '12 Case 921F Loader | 2,286.67 | 6,355.52 | \$ 2,500 | \$ 1,460 | \$ 2,500 | | \$ 2,500 |
| 6520-35 · R/M Equip. - '14 Ford Explorer | 1,277.91 | 342.09 | \$ 600 | \$ 160 | \$ 3,100 | | \$ 3,100 |
| 6520-36 · R/M Equip. - '10 Toyota Forklift | 150.37 | 0.00 | \$ 700 | \$ 113 | \$ 250 | | \$ 250 |
| 6520-37 · R/M Equip. - '15 Tool Cat | 7,583.84 | 3,726.28 | \$ 1,800 | \$ 394 | \$ 400 | | \$ 400 |
| 6520-38 · R/M Equip. - '15 Wausau Broom | 16,521.17 | 84.18 | \$ 15,800 | \$ 2,518 | \$ 10,500 | | \$ 10,500 |
| 6520-39 · R/M Equip. - Boss Spreader | | | \$ | \$ 51 | | | \$ - |
| 6520-40 · R/M Equip. - '17 Ford-350 Super Cab | 4,745.57 | 1,590.12 | \$ 500 | \$ 1,544 | \$ 4,400 | | \$ 4,400 |
| 6520-41 · R/M Equip. - '17 Kodiak Blower | 239.23 | 1,435.58 | \$ 1,700 | \$ 79 | \$ 1,500 | | \$ 1,500 |
| 6520-43 · R/M Equip. - '18 279D Skid Steer | 399.11 | 5,108.60 | \$ 4,000 | \$ 3,240 | \$ 500 | | \$ 500 |
| 6520-44 · R/M Equip. - '18 972M Loader | 644.77 | 4,735.76 | \$ 2,000 | \$ - | \$ 1,000 | | \$ 1,000 |
| 6520-45 · R/M Equip. - '19 Oshkosh Broom | 0.00 | 1,309.00 | \$ 12,000 | \$ 480 | \$ 10,500 | | \$ 10,500 |
| 6520-46 · R/M Equip. - '20 Chev. 1500 PU | 0.00 | 2,360.15 | \$ 2,500 | \$ 3,666 | \$ 3,500 | | \$ 3,500 |
| 6520-47 · R/M Equip. - '19 Cat 972M Loader | 0.00 | 1,355.30 | \$ 15,000 | \$ 2,657 | \$ 1,000 | | \$ 1,000 |
| 6520-48 · R/M Equip. - '18 New Holland Tractor | 0.00 | 32.00 | \$ - | \$ 1,033 | \$ 1,000 | | \$ 1,000 |
| 6520-49 · R/M Equip. - '21 M-B SRE Combo | 0.00 | 49,186.94 | \$ - | \$ 16,636 | \$ 11,000 | | \$ 11,000 |
| 6520-50 · R/M Equip. - '22 MB Combo | | | | | \$ 10,000 | | \$ 10,000 |
| 6520-51 · R/M Equip. - '22 MB Deice Truck | | | | | \$ 3,000 | | \$ 3,000 |
| 6520-52 · R/M Equip. - '22 MB4 Blower | | | | | \$ 1,000 | | \$ 1,000 |
| Total 6520-00 · VEHICLES/MAINTENANCE | 75,411.64 | 114,834.10 | \$ 110,250 | \$ 81,119 | \$ 95,650 | \$ 85,000 | \$ 95,650 |
| 6530-00 · ARFF MAINTENANCE | | | | | | | |
| 6530-01 · ARFF Maint. General/Supplies | 2,822.18 | 864.92 | \$ 10,000 | \$ 3,701 | \$ 10,000 | \$ 8,000 | \$ 10,000 |
| 6530-03 · ARFF Maint. - '87 Oshkosh | 0.00 | 397.97 | \$ 2,500 | \$ 302 | \$ 400 | \$ - | \$ 400 |
| 6530-04 · ARFF Maint. - Radios | 1,168.67 | 254.19 | \$ 1,500 | \$ 3,496 | \$ 3,500 | \$ 5,102 | \$ 3,500 |
| 6530-05 · ARFF Maint. - '03 E-One | 3,196.04 | 2,215.55 | \$ 2,500 | \$ 22,464 | \$ 2,500 | \$ 2,500 | \$ 2,500 |
| 6530-06 · ARFF Maint. - '20 Oshkosh Striker | 0.00 | 0.00 | \$ 2,000 | \$ 2,210 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Total 6530-00 · ARFF MAINTENANCE | 7,186.89 | 3,732.63 | \$ 18,500 | \$ 32,173 | \$ 17,400 | \$ 16,602 | \$ 17,400 |
| 6540-00 · REPAIRS/MAINTENANCE - BUILDING | | | | | | | |
| 6540-01 · R/M Bldg. - General | 509.00 | 1,032.12 | \$ 1,500 | \$ 928 | \$ 1,500 | \$ 1,500 | \$ 1,500 |
| 6540-02 · R/M Bldg. - Terminal | 96,051.38 | 87,960.17 | \$ 131,500 | \$ 126,630 | \$ 110,000 | \$ 140,000 | \$ 110,000 |
| 6540-03 · R/M Bldg. - Terminal Concession | 778.37 | 1,050.24 | \$ 2,500 | \$ 2,551 | \$ 2,500 | \$ 2,500 | \$ 2,500 |
| 6540-04 · R/M Bldg. - Cold Storage | 363.83 | 201.98 | \$ 2,000 | \$ 630 | \$ 1,500 | \$ 1,500 | \$ 1,500 |
| 6540-05 · R/M Bldg. - AOB/SHOP | 9,513.32 | 9,777.80 | \$ 20,000 | \$ 23,360 | \$ 15,000 | \$ 17,000 | \$ 15,000 |
| 6540-06 · R/M Bldg. - Hangars | 502.73 | 38.35 | \$ 2,000 | \$ 1,035 | \$ 5,000 | \$ 2,000 | \$ 5,000 |
| 6540-07 · R/M Bldg. - Tower | 5,719.49 | 9,308.30 | \$ 7,000 | \$ 9,557 | \$ 7,000 | \$ 5,000 | \$ 7,000 |
| 6540-08 · R/M Bldg. - Parking Booth | 747.24 | 165.35 | \$ 1,000 | \$ 120 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING | 114,185.36 | 109,534.31 | \$ 167,500 | \$ 164,811 | \$ 143,500 | \$ 170,500 | \$ 143,500 |
| 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE | | | | | | | |
| 6550-01 · R/M - General | 15,639.42 | 5,909.47 | \$ 3,000 | \$ 4,961 | \$ 8,000 | \$ 8,000 | \$ 8,000 |
| 6550-02 · R/M - Airfield/Runway | 175,554.14 | 10,109.15 | \$ 60,000 | \$ 27,690 | \$ 60,000 | \$ 30,000 | \$ 60,000 |



FRIEDMAN MEMORIAL AIRPORT
FY 2022 BUDGET UPDATE

| VERSION: Created 4.11.22 | FY 2019 | FY 2020 | FY 2021 | | FY 2022 | | 2022 Budget Update |
|--|--------------|--------------|-----------------|--------------|---------------|--------------|--------------------|
| | Year End | Year End | Proposed Budget | Year End | 2022 Budget | Projection | |
| 6550-03 · R/M - Airfield/Runway - Deice | 0.00 | 56,120.80 | \$ 120,000 | \$ 109,067 | \$ 120,000 | \$ 100,000 | \$ 120,000 |
| 6550-04 · R/M - Lights | 17,280.92 | 15,644.64 | \$ 10,500 | \$ 12,409 | \$ 15,000 | \$ 15,000 | \$ 15,000 |
| Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE | 208,474.48 | 87,784.06 | \$ 193,500 | \$ 154,126 | \$ 203,000 | \$ 153,000 | \$ 203,000 |
| 6551-00 · REPAIRS/MAINTENANCE - LANDSIDE | | | | | | | |
| 6551-01 · RM - General | 959.40 | 160.31 | \$ 1,000 | \$ 268 | \$ 1,000 | \$ 1,000 | \$ 1,000 |
| 6551-02 · RM - Parking Lot | 5,410.24 | 7,310.05 | \$ 8,000 | \$ 4,846 | \$ 7,000 | \$ 7,000 | \$ 7,000 |
| 6551-03 · RM - Landscaping | 10,647.44 | 11,793.98 | \$ 10,000 | \$ 6,468 | \$ 11,000 | \$ 8,000 | \$ 11,000 |
| Total 6560-00 · REPAIRS/MAINTENANCE - LANDSIDE | 17,017.08 | 19,264.34 | \$ 19,000 | \$ 11,582 | \$ 19,000 | \$ 16,000 | \$ 19,000 |
| 6560-00 · SECURITY EXPENSE | | | | | | | |
| 6560-01 · Security - General | 7,887.42 | 4,245.56 | \$ 11,500 | \$ 11,680 | \$ 22,000 | \$ 22,000 | \$ 22,000 |
| 6560-02 · Security - Law Enforcement Officer(LEO) | 4,474.44 | 6,064.45 | \$ 10,000 | | \$ 10,000 | \$ 5,000 | \$ 10,000 |
| 6560-03 · Security - Subscription License | 82,392.00 | 53,767.60 | \$ 60,988 | \$ 59,961 | \$ 61,665 | \$ 61,665 | \$ 61,665 |
| 6560-04 · Security - Perim./Access/CCTV | 19,494.14 | 13,651.45 | \$ 17,600 | \$ 9,362 | \$ 18,000 | \$ 18,000 | \$ 18,000 |
| 6560-05 · Security - Professional Services | 3,905.00 | 2,250.00 | \$ 15,400 | \$ 20,364 | \$ 10,900 | \$ 10,900 | \$ 10,900 |
| 6560-06 · Security - Prof. Services IT | 7,581.00 | 4,973.22 | \$ 11,800 | \$ 4,147 | \$ - | | \$ - |
| Total 6560-00 · SECURITY EXPENSE | 125,734.00 | 84,952.28 | \$ 127,288 | \$ 105,514 | \$ 122,565 | \$ 117,565 | \$ 122,565 |
| 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU | | | | | | | |
| 6570-01 · R/M Aeronautical Equip - NDB/DME | 8,236.80 | 8,266.04 | \$ 10,000 | \$ 10,651 | \$ 10,000 | \$ 10,000 | \$ 10,000 |
| 6570-02 · R/M Aeronautical Equip. - Tower | 7,544.39 | 7,698.31 | \$ 8,000 | \$ 5,360 | \$ 8,000 | \$ 8,000 | \$ 8,000 |
| 6570-04 · R/M Aeron. Equip. - AWOS/ATIS | 8,497.75 | 8,236.80 | \$ 10,000 | \$ 8,451 | \$ 8,500 | \$ 8,500 | \$ 8,500 |
| 6570-05 · R/M Aeron. Equip. - Aircraft Landing Cameras | 0.00 | 0.00 | \$ 15,000 | \$ - | \$ - | \$ - | \$ - |
| Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU | 24,278.94 | 24,201.15 | \$ 43,000 | \$ 24,462 | \$ 26,500 | \$ 26,500 | \$ 26,500 |
| TOTAL "B" OPERATIONAL EXPENSES | 694,915.60 | 595,272.66 | \$ 863,138 | \$ 749,633 | \$ 813,615 | \$ 769,167 | \$ 813,615 |
| TOTAL "B" EXPENSES | 1,814,676.97 | 1,792,268.54 | \$ 1,966,335 | \$ 2,258,286 | \$ 2,263,935 | \$ 1,993,812 | \$ 2,201,935 |
| TOTAL "A+B" EXPENSES | 3,366,924.96 | 3,517,167.43 | \$ 3,720,737 | \$ 3,891,668 | \$ 4,253,499 | \$ 3,758,992 | \$ 4,233,999 |
| OPERATIONAL NET POSITION | 1,111,317.45 | 563,281.27 | \$ (497,572) | \$ 2,782,665 | \$ 2,254,251 | \$ 3,061,361 | \$ 2,318,321 |
| "C" REVENUE - CAPITAL BUDGET | | | | | | | |
| 4752-01 · CARES Act | | | | | \$ 4,822,213 | | \$ 6,536,830 |
| 4753-01 · AIP '53 - Rehabilitate Runway | | | | | \$ 1,429,688 | | \$ 1,429,688 |
| 4800-00 · Current Year AIP | | | | | \$ 14,251,875 | | \$ 18,752,000 |
| Total "C" REVENUE | | | | | \$ 20,503,776 | | \$ 26,718,518 |
| "C" EXPENSES - CAPITAL BUDGET | | | | | | | |
| 7001-00 · CAPITAL EXPENDITURES | | | | | | | |



FRIEDMAN MEMORIAL AIRPORT
FY 2022 BUDGET UPDATE

| VERSION: Created 4.11.22 | FY 2019 | FY 2020 | FY 2021 | | FY 2022 | | 2022 Budget Update |
|---|----------|----------|-----------------|----------|---------------|------------|--------------------|
| | Year End | Year End | Proposed Budget | Year End | 2022 Budget | Projection | |
| 7001-0* · CONTINGENCY | | | | | \$ 1,000,000 | | \$ 1,000,000 |
| 7001-02 · Buildings and Improvements | | | | | \$ 150,000 | | \$ 1,262,000 |
| 7001-03 · Airfield & General Improvements | | | | | \$ 1,485,000 | | \$ 1,485,000 |
| 7001-05 · Maintenance Equipment /Vehicle | | | | | \$ 50,000 | | \$ 50,000 |
| 7001-06 · Assessments/Plans/Studies | | | | | \$ 99,000 | | \$ 99,000 |
| 7001-09 · Security Equipment | | | | | \$ 20,000 | | \$ 20,000 |
| 7001-10 · SRE Acquisition Non-AIP | | | | | \$ 1,518,213 | | \$ 2,120,830 |
| Total 7001-00 · CAPITAL EXPENDITURES | | | | | \$ 4,322,213 | | \$ 6,036,830 |
| 8501-00 · CIP - General | | | | | | | |
| 8501-00 · CIP - General - Other | | | | | \$ 16,727,000 | | \$ 23,727,000 |
| Total 8501-00 · CAPITAL EXPENDITURES | | | | | \$ 16,727,000 | | \$ 23,727,000 |
| Total "C" EXPENSES | | | | | \$ 21,049,213 | | \$ 29,763,830 |
| TOTAL OPERATIONAL + CAPITAL REVENUE | | | | | \$ 27,011,526 | | \$ 33,270,838 |
| TOTAL "A+B+C" EXPENSES | | | | | \$ 25,302,712 | | \$ 33,997,829 |
| AIRPORT TOTAL NET POSITION (BUDGETED) | | | | | \$ 1,708,814 | | \$ (726,991) |

NOTICE OF PUBLIC HEARING

Public notice is hereby given that the Board of the Friedman Memorial Airport Authority of Blaine County, Idaho will be meeting on May 3, 2022, at the hour of 5:30 p.m. in the Old Blaine County Courthouse Meeting Room at Hailey, Idaho, for the purpose of considering and approving a final budget for the Friedman Memorial Airport Authority and making appropriations for Fiscal Year 2022.

This meeting is open to the public but attendees are STRONGLY ENCOURAGED to attend by web access - Instructions below:

Please join the meeting from your computer, tablet, or smartphone.

<https://global.gotomeeting.com/join/723981309>

You can also dial in using your phone.

United States: 1 (312) 757-3121

Dial In Access Code: 723-981-309

At this time any person may appear and be heard upon any parts of said budget and the following table sets forth the amount of "Tax Revenue" and "Other Revenues" and the amount to be appropriated for "Salaries and Benefits" and "Other Expenses" for the current fiscal year, the proposed updated budget for the current fiscal year budget, and the amounts received and expended during each of the two previous completed fiscal years. The proposed budget may be examined prior to the Public Hearing at <http://www.iflysun.com> or at the Airport Management Office, Friedman Memorial Airport, 1616 Airport Circle, Hailey, Idaho.

**Friedman Memorial Airport
Proposed Budget Update
For Fiscal Year Ending 9/30/22**

| | FY 2020 Actual | FY 2021 Actual | FY 2022 Approved Budget | FY 2022 Budget Update |
|-----------------------|-----------------------|-----------------------|------------------------------------|----------------------------------|
| Revenue | | | | |
| Tax Revenue | \$ - | \$ - | \$ - | \$ - |
| Other Revenues | \$ 10,009,985 | \$ 8,226,404 | \$ 27,011,526 | \$ 33,270,838 |
| Total Revenue | \$ 10,009,985 | \$ 8,226,404 | \$ 27,011,526 | \$ 33,270,838 |
| Expenses | | | | |
| Salaries & Benefits | \$ 1,724,899 | \$ 1,633,382 | \$ 1,989,564 | \$ 2,032,064 |
| Other Expenses | \$ 5,403,374 | \$ 5,867,435 | \$ 23,313,148 | \$ 31,965,765 |
| Total Expenses | \$ 7,128,273 | \$ 7,500,817 | \$ 25,302,712 | \$ 33,997,829 |

**MINUTES OF A REGULAR MEETING
OF THE
FRIEDMAN MEMORIAL AIRPORT AUTHORITY
April 5, 2022
5:30 P.M.**

IN ATTENDANCE:**BOARD MEMBERS:**

Board Chair – Martha Burke, Board Vice-Chair – Dick Fosbury, Board Members – Muffy Davis, Sam Linnet, Angenie McCleary, Rich Pogue, John Strauss

FRIEDMAN MEMORIAL AIRPORT STAFF:

Airport Director – Chris Pomeroy, Deputy Director, Finance & Administration – Jenna Elliott, Deputy Director, Operations & Maintenance – Tim Burke, Security Manager – Steve Guthrie, Sr. Airport Administrative Coordinator – Jennifer Lyman, Airport Administrative Coordinator – Anne Bjørke Mason

CONSULTANTS:

T-O Engineers – Nathan Cuvala; Mead & Hunt – Brad Rolf; Studio 360 – Sarah Shepard; C.A. Johnson Consulting – Chris Johnson

AIRPORT LEGAL COUNSEL:

Lawson Laski Clark, PLLC – Jim Laski

CALL TO ORDER: The meeting was called to order at 5:30 p.m. by Board Chair Burke

I. APPROVE AGENDA (00:20)

The agenda was approved as presented.

MOTION: *Made by Board Vice-Chair Fosbury to approve the agenda as presented. Seconded by Board Member Pogue.*

PASSED UNANIMOUSLY

II. PUBLIC COMMENT (00:52)

No Public Comment

III. APPROVE FMAA MEETING MINUTES (01:20)

A. February 1, 2022 Regular Board Meeting (See Attachment #1)

MOTION: *Made by Board Vice-Chair Fosbury to approve the minutes. Seconded by Board Member Linnet.*

PASSED UNANIMOUSLY

B. March 1, 2022 Regular Board Meeting (See Attachment #2)

MOTION: *Made by Board Vice-Chair Fosbury to approve the minutes. Seconded by Board Member Linnet.*

PASSED UNANIMOUSLY

IV. REPORTS

A. Chair Report (03:00)

No report given

B. Blaine County Report (03:15)

Vice-Chair Fosbury reported the County Commissioners discussed the COVID-19 status at their last Commissioner's meeting. He is pleased to report the risk level is currently low in Blaine County.

C. City of Hailey Report (03:52)

No report was given

D. Fly Sun Valley Report (04:06)

Carol Waller reported the summer flight schedule has been published and LAX and ORD flights have been extended through the summer. She stated we are in a good position right now despite airlines having challenges throughout the rest of the country.

Vice-Chair Fosbury thanked Carol Waller and Fly Sun Valley Alliance for their work and stated Twin Falls airport is experiencing a reduction in flights and FMA is very fortunate to have the air carriers it has.

Airport Director Pomeroy added the Idaho Airport Advisory Board is concerned about how the pilot shortage is affecting air service at the smaller communities. He reiterated FMA is very fortunate to have the service it has right now.

E. Airport Director's Report (09:17)

Airport Director Pomeroy reported February 2022 Passenger Enplanements were up 46% over February 2021. March 2022 Operations were about 5% lower than March 2021 but about 4% higher year-to-date than 2021 year-to-date. United and Delta had 12 landings in March that would have otherwise been diverted due to weather conditions had it not been for the new approach that was implemented in December 2020. The total number of flights "saved" for Winter of 2021/2022 is 96 and almost 180 flights since the new approach implementation, which equates to approximately 10,000 passengers who were able to land at SUN who otherwise would have been diverted.

Airport Director Pomeroy reported Horizon will be replacing the Q400 with the E-175 as their air service aircraft starting in September 2022.

Airport Director Pomeroy reiterated the airport will be closed for rehabilitation of Runway 13-31, Taxiway B and aprons from April 18, 2022 to May 17, 2022.

V. AIRPORT STAFF BRIEF

- A. Noise Complaints in March
- B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data (See Attachment #3-#5)
- C. Airport Commercial Flight Interruptions (unofficial)
- D. Review Correspondence

VI. ACTION ITEMS

A. NEW BUSINESS

1. Parking Lot Rehabilitation – Consideration of Change Order with Western Construction (See Attachment #6) (16:46)

Airport Director Pomeroy introduced Nathan Cuvala with T-O Engineers to discuss the Western Construction Change Order in consideration.

Nathan Cuvala explained there is a Change Order with Western Construction to add rehabilitation of existing upper and lower parking lots and access roads outside of the fence. The work will be completed during the airport closure in April/May and includes repaving the majority of the upper parking lot along with crack seal, fog seal and remark of all remaining existing parking lots and access roads. He reiterated this work is not eligible for AIP funding, but the expenses have already been budgeted for FY 2022.

MOTION: *Made by Board Vice-Chair Fosbury to approve the Change Order with Western Construction in the amount of \$374,425 for the parking lot rehabilitation work specified. Seconded by Board Member Pogue.*

PASSED UNANIMOUSLY

2. New Parking Lot – Consideration of Recommendation of Bid Award (See Attachment #7)
(24:32)

Nathan Cuvala reported only one bid was received from Idaho Materials & Construction (IMC) for the new lower parking lot project in the amount of \$915,395. The “as read” bid amount was \$925,615, but after review and the correction of some math errors, the actual bid came to \$915,395. He stated the landscaping, irrigation, and seeding bid amount was significantly higher than the engineer’s estimate. It is the engineer’s recommendation to award the project to IMC with the exception of the bid items for landscaping, irrigation, and seeding, and procuring these items separately on a schedule that will allow a local contractor to complete the work at a reduced cost. He reiterated this work is not eligible for AIP funding, but the expenses have already been budgeted for FY 2022.

MOTION: *Made by Board Vice-Chair Fosbury to approve the Recommendation of Award to IMC in the amount of \$751,395 (bid price minus the landscaping and seeding items) for the new lower lot project. Seconded by Board Member Linnet.*

PASSED UNANIMOUSLY

B. CONTINUING BUSINESS

1. In-house Parking Operations (30:28)

Airport Director Pomeroy introduced Chris Johnson with C.A. Johnson Consulting to discuss the recommended assumption of parking lot management functions to internal control from the current management agreement with The Car Park.

Chris Johnson reported Deputy Director Burke and Airport Operations Supervisor Nick Carnes have been testing out the implementation of parking lot management functions over the past few weeks and it has gone very smoothly. He stated the vendor agreement with The Car Park has been finalized and they have agreed to step back from the primary role as of May 1st. FMA Staff and Operations is ready to put that agreement in place and move forward with assuming the parking lot management functions.

Board Member McCleary inquired whether the current Car Park employees at FMA will retain their positions. Chris Johnson assured the Board that all current Car Park employees at FMA will retain their positions and become FMA Airport Operations employees.

MOTION: *Made by Board Member Strauss to approve FMA taking over in-house parking lot management functions. Seconded by Board Vice-Chair Fosbury.*

PASSED UNANIMOUSLY

VII. DISCUSSION AND UPDATES

A. NEW BUSINESS

1. None

B. CONTINUING BUSINESS

1. Miscellaneous

- i. None

2. Construction and Capital Projects

- i. Upcoming Airport Closure and Pavement Rehabilitation Project (35:40)

Airport Director Pomeroy reported the airport is still scheduled to be closed from April 18th through May 17th and he is hopeful weather will not be an issue. He asked Nathan Cuvala if he had any update to provide to the Board.

Nathan Cuvala agreed that even though rain is needed in the Valley, it is not desirable during construction. He asked for patience from the community as there will be temporary traffic control on highway 75 to allow airport access for trucks and equipment.

3. Airport Planning Projects

i. Environmental Assessment (Land Acquisition) (39:52)

Airport Director Pomeroy was happy to report the EA document was forwarded to the FAA legal department and Staff hopes to hear back in the next few weeks. He introduced Brad Rolf with Mead & Hunt to discuss the next steps in the project.

Brad Rolf stated part of the legal process is the opportunity for public comment before the FAA makes a decision. He reported it is anticipated there will be 30 days for public comment once the FAA has completed the legal review. Once those comments are received, the FAA will review them and prepare responses, then a Finding of No Significant Impact is expected.

ii. Terminal Area Plan (46:38)

Airport Director Pomeroy reported Staff is still working with Mead & Hunt to develop a stakeholder outreach process to present the final report and discuss next steps.

VIII. PUBLIC COMMENT (47:42)

IX. EXECUTIVE SESSION (48:05)

MOTION: *Made by Board Member McCleary to enter into executive session pursuant to Idaho Code §74-206 paragraph 1(c) to acquire an interest in real property which is not owned by a public agency. Seconded by Board Member Strauss.*

Roll Call Vote:

| | |
|--------------------------|-----|
| Board Member McCleary | Yes |
| Board Member Pogue | Yes |
| Board Vice-Chair Fosbury | Yes |
| Board Member Davis | Yes |
| Board Member Strauss | Yes |
| Board Member Linnet | Yes |

PASSED UNANIMOUSLY

X. ACTION ITEMS, CONT.

B. CONTINUING BUSINESS, CONT.

2. Earnest Money Commitment with Flying Hat Ranch, LLC (51:00)

MOTION: *Made by Board Vice-Chair Fosbury to authorize Airport Director Pomeroy and legal counsel to enter into negotiations with the landowner of Flying Hat Ranch, LLC for the acquisition including a \$1.5 million earnest money deposit. Seconded by Board Member Pogue.*

Roll Call Vote:

| | |
|--------------------------|-----|
| Board Member McCleary | Yes |
| Board Member Pogue | Yes |
| Board Vice-Chair Fosbury | Yes |

| | |
|----------------------|-----|
| Board Member Davis | Yes |
| Board Member Strauss | Yes |
| Board Member Linnet | Yes |

PASSED UNANIMOUSLY

XI. ADJOURNMENT

The April 5, 2022 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at 6:48 p.m.

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.*

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (COMBINED '22)

1:11 PM

04/25/2022

Accrual Basis

Ordinary Income/Expense

Income

4000-00 · AIRCARRIER

| | | | | |
|-------------------------------------|------------|------------|-------------|--------|
| 4000-01 · Aircarrier - Lease Space | 177,387.06 | 262,500.00 | -85,112.94 | 67.58% |
| 4000-02 · Aircarrier - Landing Fees | 132,413.98 | 235,000.00 | -102,586.02 | 56.35% |
| 4000-04 · Aircarrier - Utility Fees | 180.00 | 360.00 | -180.00 | 50.0% |
| 4010-07 · Aircarrier - '14 PFC App | 217,085.72 | 351,000.00 | -133,914.28 | 61.85% |

Total 4000-00 · AIRCARRIER

527,066.76 848,860.00 -321,793.24 62.09%

4020-00 · TERMINAL AUTO PARKING REVENUE

| | | | | |
|---|------------|------------|-------------|--------|
| 4020-01 · Automobile Parking - Terminal | 349,642.15 | 475,000.00 | -125,357.85 | 73.61% |
| 4020-02 · Automobile Parking - Passes | 80.00 | | | |

Total 4020-00 · TERMINAL AUTO PARKING REVENUE

349,722.15 475,000.00 -125,277.85 73.63%

4030-00 · AUTO RENTAL REVENUE

| | | | | |
|---|------------|------------|-------------|--------|
| 4030-01 · Automobile Rental - Commission | 409,737.29 | 570,000.00 | -160,262.71 | 71.88% |
| 4030-02 · Automobile Rental - Lease Space | 15,300.00 | 29,000.00 | -13,700.00 | 52.76% |
| 4030-03 · Automobile Rental - Auto Prkng | 33,780.00 | 62,000.00 | -28,220.00 | 54.48% |
| 4030-04 · Automobile Rental - Utilities | 912.96 | 2,000.00 | -1,087.04 | 45.65% |

Total 4030-00 · AUTO RENTAL REVENUE

459,730.25 663,000.00 -203,269.75 69.34%

4040-00 · TERMINAL CONCESSION REVENUE

| | | | | |
|---|-----------|-----------|-----------|--------|
| 4040-01 · Terminal Shops - Commission | 8,995.04 | 10,000.00 | -1,004.96 | 89.95% |
| 4040-03 · Terminal Shops - Utility Fees | 912.96 | 2,000.00 | -1,087.04 | 45.65% |
| 4040-10 · Advertising - Commission | 20,790.65 | 30,000.00 | -9,209.35 | 69.3% |
| 4040-11 · Vending Machines - Commission | 4,016.67 | 5,000.00 | -983.33 | 80.33% |
| 4040-12 · Terminal ATM | 200.00 | 900.00 | -700.00 | 22.22% |

Total 4040-00 · TERMINAL CONCESSION REVENUE

34,915.32 47,900.00 -12,984.68 72.89%

4050-00 · FBO REVENUE

| | | | | |
|--|-----------|------------|-------------|--------|
| 4050-01 · FBO - Lease Space | 86,950.14 | 166,500.00 | -79,549.86 | 52.22% |
| 4050-02 · FBO - Overnight Parking Fees | 99,388.35 | 375,000.00 | -275,611.65 | 26.5% |
| 4050-04 · FBO - Commission | 19,285.58 | 26,000.00 | -6,714.42 | 74.18% |

Total 4050-00 · FBO REVENUE

205,624.07 567,500.00 -361,875.93 36.23%

4060-00 · FUEL FLOWAGE REVENUE

| | | | | |
|------------------------------|------------|------------|-------------|--------|
| 4060-01 · Fuel Flowage - FBO | 223,572.66 | 375,000.00 | -151,427.34 | 59.62% |
|------------------------------|------------|------------|-------------|--------|

Total 4060-00 · FUEL FLOWAGE REVENUE

223,572.66 375,000.00 -151,427.34 59.62%

4070-00 · TRANSIENT LANDING FEES REVENUE

| | | | | |
|--|------------|------------|-------------|--------|
| 4070-02 · Landing Fees - Non-Comm./Gov't | 293,886.75 | 650,000.00 | -356,113.25 | 45.21% |
|--|------------|------------|-------------|--------|

Total 4070-00 · TRANSIENT LANDING FEES REVENUE

293,886.75 650,000.00 -356,113.25 45.21%

4080-00 · HANGAR REVENUE

| | | | | |
|---|------------|------------|-------------|--------|
| 4080-01 · Land Lease - Hangar | 336,999.32 | 649,100.00 | -312,100.68 | 51.92% |
| 4080-02 · Land Lease - Hangar/Trans. Fee | 11,875.00 | 23,000.00 | -11,125.00 | 51.63% |
| 4080-03 · Hangar/Utilities (E8,11,24) | 601.89 | 0.00 | 601.89 | 100.0% |
| 4080-05 · Land Lease - FMA Hangar Rentals | 16,848.76 | 32,960.00 | -16,111.24 | 51.12% |

Total 4080-00 · HANGAR REVENUE

366,324.97 705,060.00 -338,735.03 51.96%

4090-00 · TIEDOWN PERMIT FEES REVENUE

| | | | | |
|-------------------------------------|-----------|-----------|--------|---------|
| 4090-01 · Tiedown Permit Fees (FMA) | 31,981.17 | 31,000.00 | 981.17 | 103.17% |
|-------------------------------------|-----------|-----------|--------|---------|

Total 4090-00 · TIEDOWN PERMIT FEES REVENUE

31,981.17 31,000.00 981.17 103.17%

4100-00 · CARGO CARRIERS REVENUE

| | | | | |
|------------------------------------|----------|----------|--------|--------|
| 4100-02 · Cargo Carriers - Tiedown | 5,472.00 | 5,500.00 | -28.00 | 99.49% |
|------------------------------------|----------|----------|--------|--------|

Total 4100-00 · CARGO CARRIERS REVENUE

5,472.00 5,500.00 -28.00 99.49%

4110-00 · MISCELLANEOUS REVENUE

| | | | | |
|---|----------|----------|-----------|--------|
| 4110-01 · Misc. Revenue | 71.55 | 5,000.00 | -4,928.45 | 1.43% |
| 4110-09 · Miscellaneous Expense Reimburse | 7,099.66 | 0.00 | 7,099.66 | 100.0% |

Total 4110-00 · MISCELLANEOUS REVENUE

7,171.21 5,000.00 2,171.21 143.42%

4120-00 · GROUND TRANSP. PERMIT REVENUE

| | | | | |
|--|-----------|-----------|-----------|--------|
| 4120-01 · Ground Transportation Permit | 17,408.33 | 24,000.00 | -6,591.67 | 72.54% |
|--|-----------|-----------|-----------|--------|

| | Oct '21 - Mar 22 | Budget | \$ Over Budget | % of Budget |
|---|------------------|---------------|----------------|-------------|
| 4120-02 · GTSP - Trip Fee | 2,440.00 | 5,000.00 | -2,560.00 | 48.8% |
| Total 4120-00 · GROUND TRANSP. PERMIT REVENUE | 19,848.33 | 29,000.00 | -9,151.67 | 68.44% |
| 4400-00 · TSA/SECURITY | | | | |
| 4400-02 · Terminal Lease | 21,212.52 | 42,000.00 | -20,787.48 | 50.51% |
| 4400-03 · Security Prox. Cards | 23,840.00 | 30,000.00 | -6,160.00 | 79.47% |
| Total 4400-00 · TSA/SECURITY | 45,052.52 | 72,000.00 | -26,947.48 | 62.57% |
| 4520-00 · INTEREST REVENUE | | | | |
| 4520-01 · Interest Revenue - General | 3,725.64 | 32,930.00 | -29,204.36 | 11.31% |
| 4520-07 · Interest Revenue - '14 PFC | 18.23 | 0.00 | 18.23 | 100.0% |
| Total 4520-00 · INTEREST REVENUE | 3,743.87 | 32,930.00 | -29,186.13 | 11.37% |
| 4600-00 · CARES Act Grant Operational | | | | |
| 4600-01 · CARES Act Grant Operational | 1,726,211.77 | 2,000,000.00 | -273,788.23 | 86.31% |
| Total 4600-00 · CARES Act Grant Operational | 1,726,211.77 | 2,000,000.00 | -273,788.23 | 86.31% |
| 4747-00 · AIP '47 - Acq.SRE/ARFF, Obs.Rem | | | | |
| 4747-01 · AIP '47-Acq.SRE/ARFF&Obs. Remov | -0.40 | 0.00 | -0.40 | 100.0% |
| Total 4747-00 · AIP '47 - Acq.SRE/ARFF, Obs.Rem | -0.40 | 0.00 | -0.40 | 100.0% |
| 4750-00 · Terminal Area Plan (TAP) | | | | |
| 4750-01 · Terminal Area Plan | 33,696.52 | 0.00 | 33,696.52 | 100.0% |
| Total 4750-00 · Terminal Area Plan (TAP) | 33,696.52 | 0.00 | 33,696.52 | 100.0% |
| 4751-00 · EA - Land Acq. - Approach Prote | | | | |
| 4751-01 · EA - Land Acq. Approach Protect | -28,173.90 | 0.00 | -28,173.90 | 100.0% |
| Total 4751-00 · EA - Land Acq. - Approach Prote | -28,173.90 | 0.00 | -28,173.90 | 100.0% |
| 4752-00 · CARES Act | | | | |
| 4752-01 · CARES Act | 0.00 | 4,822,213.00 | -4,822,213.00 | 0.0% |
| Total 4752-00 · CARES Act | 0.00 | 4,822,213.00 | -4,822,213.00 | 0.0% |
| 4753-00 · AIP '53 - Rehabilitate Runway | | | | |
| 4753-01 · AIP '53 - Rehabilitate Runway | 0.00 | 1,429,688.00 | -1,429,688.00 | 0.0% |
| 4753-00 · AIP '53 - Rehabilitate Runway - Other | -436,113.47 | | | |
| Total 4753-00 · AIP '53 - Rehabilitate Runway | -436,113.47 | 1,429,688.00 | -1,865,801.47 | -30.5% |
| 4800-00 · Current Year AIP | 0.00 | 14,251,875.00 | -14,251,875.00 | 0.0% |
| 49900 · Uncategorized Income | 1,249.99 | | | |
| Total Income | 3,870,982.54 | 27,011,526.00 | -23,140,543.46 | 14.33% |
| Gross Profit | 3,870,982.54 | 27,011,526.00 | -23,140,543.46 | 14.33% |
| Expense | | | | |
| 5000 · EXPENDITURES | | | | |
| 5000-00 · "A" EXPENSES | | | | |
| 5000-01 · Salaries - Airport Director | 83,145.01 | 158,371.00 | -75,225.99 | 52.5% |
| 5010-00 · Salaries - Deputy Director F&A | 62,837.11 | 106,000.00 | -43,162.89 | 59.28% |
| 5010-01 · Salaries - Admin Coordinator | 19,691.11 | 120,000.00 | -100,308.89 | 16.41% |
| 5010-03 · Salaries - Sr Admin Coordinator | 29,830.86 | 71,302.00 | -41,471.14 | 41.84% |
| 5020-00 · Salaries - Deputy Director O&M | 59,415.84 | 100,700.00 | -41,284.16 | 59.0% |
| 5030-00 · Salaries - ARFF/OPS Specialist | 269,014.46 | 577,139.00 | -308,124.54 | 46.61% |
| 5040-00 · Salaries- Security Manager | 48,073.18 | 91,568.00 | -43,494.82 | 52.5% |
| 5050-00 · Salaries- Seasonal-Snow Removal | 41,460.75 | 70,000.00 | -28,539.25 | 59.23% |
| 5050-01 · Salaries - Seasonal - Arpt Host | 0.00 | 5,000.00 | -5,000.00 | 0.0% |
| 5050-02 · Salaries - Merit Increase | 0.00 | 79,084.00 | -79,084.00 | 0.0% |
| 5050-03 · Salaries - One-time Pay | 3,000.00 | 5,000.00 | -2,000.00 | 60.0% |
| 5050-04 · Salaries - ARFF Coverage | 1,320.00 | 9,600.00 | -8,280.00 | 13.75% |
| 5060-01 · Overtime - General | 0.00 | 2,000.00 | -2,000.00 | 0.0% |
| 5060-02 · Overtime - Snow Removal | 19,890.89 | 45,000.00 | -25,109.11 | 44.2% |
| 5100-00 · Retirement | 68,662.39 | 161,550.00 | -92,887.61 | 42.5% |
| 5110-00 · Social Security/Medicare | 46,208.70 | 110,250.00 | -64,041.30 | 41.91% |
| 5120-00 · Life Insurance | 0.00 | 2,000.00 | -2,000.00 | 0.0% |
| 5130-00 · Medical Insurance | 111,931.27 | 255,000.00 | -143,068.73 | 43.9% |
| 5160-00 · Workman's Compensation | 18,031.00 | 20,000.00 | -1,969.00 | 90.16% |
| Total 5000-00 · "A" EXPENSES | 882,512.57 | 1,989,564.00 | -1,107,051.43 | 44.36% |
| 6000 · "B" EXPENDITURES | | | | |

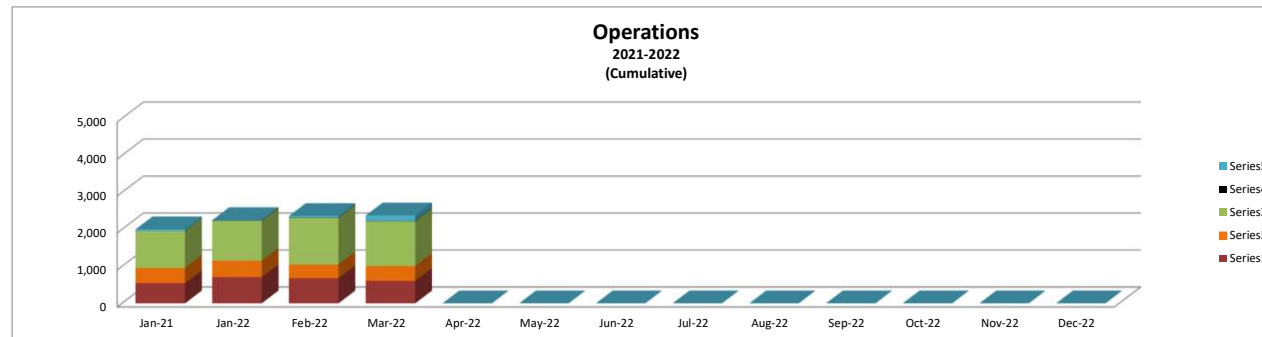
| | Oct '21 - Mar 22 | Budget | \$ Over Budget | % of Budget |
|---|------------------|------------|----------------|-------------|
| 6000-0 · "B" EXPENSES - ADMINISTRATIVE | | | | |
| 6000-00 · TRAVEL EXPENSE | | | | |
| 6000-01 · Travel | 3,261.06 | 40,000.00 | -36,738.94 | 8.15% |
| Total 6000-00 · TRAVEL EXPENSE | 3,261.06 | 40,000.00 | -36,738.94 | 8.15% |
| 6010-00 · SUPPLIES/EQUIPMENT EXPENSE | | | | |
| 6010-01 · Supplies - Office | 3,924.48 | 8,000.00 | -4,075.52 | 49.06% |
| 6010-02 · Supplies - Parking | 204.06 | 1,000.00 | -795.94 | 20.41% |
| 6010-03 · Supplies - Computer | 11,476.74 | 13,000.00 | -1,523.26 | 88.28% |
| Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE | 15,605.28 | 22,000.00 | -6,394.72 | 70.93% |
| 6020-00 · INSURANCE | | | | |
| 6020-01 · Insurance | 52,409.00 | 55,920.00 | -3,511.00 | 93.72% |
| Total 6020-00 · INSURANCE | 52,409.00 | 55,920.00 | -3,511.00 | 93.72% |
| 6030-00 · UTILITIES | | | | |
| 6030-01 · Utilities - Gas/Terminal | 3,311.00 | 15,000.00 | -11,689.00 | 22.07% |
| 6030-02 · Utilities - Gas/AOB & Cold Stor | 2,922.00 | 4,700.00 | -1,778.00 | 62.17% |
| 6030-03 · Utilities - Elect./Runway&PAPI | 3,617.27 | 6,000.00 | -2,382.73 | 60.29% |
| 6030-04 · Utilities - Elec./AOB & Cold St | 4,550.33 | 8,100.00 | -3,549.67 | 56.18% |
| 6030-05 · Utilities - Electric/Terminal | 28,438.21 | 56,000.00 | -27,561.79 | 50.78% |
| 6030-06 · Utilities - Telephone | 7,605.55 | 17,200.00 | -9,594.45 | 44.22% |
| 6030-07 · Utilities - Water | 487.52 | 11,000.00 | -10,512.48 | 4.43% |
| 6030-08 · Utilities - Garbage Removal | 7,875.07 | 13,500.00 | -5,624.93 | 58.33% |
| 6030-09 · Utilities - Sewer | 2,254.98 | 4,800.00 | -2,545.02 | 46.98% |
| 6030-11 · Utilities - Electric/Tower | 3,729.56 | 5,800.00 | -2,070.44 | 64.3% |
| 6030-12 · Utilities - Elec./Brdfrd.Hghl | 319.75 | 400.00 | -80.25 | 79.94% |
| 6030-13 · Utilities - Elec. Exit Booth | 963.73 | 2,200.00 | -1,236.27 | 43.81% |
| 6030-15 · Utilities - Elec./AWOS | 1,795.66 | 3,800.00 | -2,004.34 | 47.25% |
| 6030-16 · Utilities - Elec. Wind Cone | 55.42 | 150.00 | -94.58 | 36.95% |
| 6030-17 · Utilities - Elec./Gas- Hangar | 2,932.98 | 3,500.00 | -567.02 | 83.8% |
| 6030-18 · Utilities - Lubricant Wst. Dspl | 0.00 | 600.00 | -600.00 | 0.0% |
| Total 6030-00 · UTILITIES | 70,859.03 | 152,750.00 | -81,890.97 | 46.39% |
| 6040-00 · SERVICE PROVIDER | | | | |
| 6040-02 · Service Provider - Term. Serv. | 4,352.80 | 8,900.00 | -4,547.20 | 48.91% |
| 6040-03 · Service Provider - AOB Services | 21,767.14 | 52,000.00 | -30,232.86 | 41.86% |
| 6040-04 · Service Provider-Ops./Airfield | 14,240.00 | 16,000.00 | -1,760.00 | 89.0% |
| Total 6040-00 · SERVICE PROVIDER | 40,359.94 | 76,900.00 | -36,540.06 | 52.48% |
| 6050-00 · PROFESSIONAL SERVICES | | | | |
| 6050-01 · Professional Services - Legal | 52,614.44 | 80,000.00 | -27,385.56 | 65.77% |
| 6050-02 · Professional Serv. - Audit/Fina | 46,780.45 | 70,000.00 | -23,219.55 | 66.83% |
| 6050-03 · Professional Services - Enginee | 39,593.34 | 25,000.00 | 14,593.34 | 158.37% |
| 6050-04 · Professional Services - HR | 2,485.00 | 12,000.00 | -9,515.00 | 20.71% |
| 6050-05 · Professional Services - Gen. | 13,815.00 | 15,000.00 | -1,185.00 | 92.1% |
| 6050-10 · Prof. Svcs.-IT/Comp. Support | 33,599.55 | 80,000.00 | -46,400.45 | 42.0% |
| 6050-12 · Prof. Serv.- Planning Air Serv. | 1,025.00 | 8,000.00 | -6,975.00 | 12.81% |
| 6050-13 · Prof. Serv.-Website Des.& Maint | 10,102.50 | 4,000.00 | 6,102.50 | 252.56% |
| 6050-15 · Prof. Serv.-Comm/Public Outreac | 3,118.75 | 42,000.00 | -38,881.25 | 7.43% |
| 6050-17 · Prof. Serv. - Airspace Consult. | 0.00 | 55,000.00 | -55,000.00 | 0.0% |
| 6050-18 · Prof. Services - Approach Maint | 4,465.00 | 8,000.00 | -3,535.00 | 55.81% |
| 6050-19 · Prof. Serv.-ATCT Relocation | 13,354.13 | 55,000.00 | -41,645.87 | 24.28% |
| 6050-20 · Prof Services - New Approach | 25,000.00 | 75,000.00 | -50,000.00 | 33.33% |
| 6050-21 · Professional Services - Other | 0.00 | 25,000.00 | -25,000.00 | 0.0% |
| Total 6050-00 · PROFESSIONAL SERVICES | 245,953.16 | 554,000.00 | -308,046.84 | 44.4% |
| 6060-00 · MAINTENANCE-OFFICE EQUIPMENT | | | | |
| 6060-04 · Maintenance - Copier | 657.09 | 2,000.00 | -1,342.91 | 32.86% |
| 6060-05 · Maintenance - Phone | 1,215.00 | 1,300.00 | -85.00 | 93.46% |
| Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT | 1,872.09 | 3,300.00 | -1,427.91 | 56.73% |
| 6070-00 · RENT/LEASE OFFICE EQUIPMENT | | | | |
| 6070-02 · Rent/Lease - Postage Meter | 585.30 | 1,200.00 | -614.70 | 48.78% |

| | Oct '21 - Mar 22 | Budget | \$ Over Budget | % of Budget |
|---|------------------|--------------|----------------|-------------|
| Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT | 585.30 | 1,200.00 | -614.70 | 48.78% |
| 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E | | | | |
| 6080-01 · Dues/Memberships | 3,672.99 | 6,000.00 | -2,327.01 | 61.22% |
| 6080-04 · Publications | 2,589.43 | 2,500.00 | 89.43 | 103.58% |
| Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E | 6,262.42 | 8,500.00 | -2,237.58 | 73.68% |
| 6090-00 · POSTAGE | | | | |
| 6090-01 · Postage/Courier Service | 473.23 | 1,500.00 | -1,026.77 | 31.55% |
| Total 6090-00 · POSTAGE | 473.23 | 1,500.00 | -1,026.77 | 31.55% |
| 6100-00 · EDUCATION/TRAINING | | | | |
| 6100-01 · Education/Training - Admin. | 0.00 | 10,000.00 | -10,000.00 | 0.0% |
| 6100-02 · Education/Training - OPS | 4,780.39 | 14,000.00 | -9,219.61 | 34.15% |
| 6100-03 · Education/Training - ARFF | 15,142.50 | 12,000.00 | 3,142.50 | 126.19% |
| 6100-06 · Education - Security | 0.00 | 3,000.00 | -3,000.00 | 0.0% |
| 6100-08 · Education/Training - HFD | 0.00 | 5,000.00 | -5,000.00 | 0.0% |
| Total 6100-00 · EDUCATION/TRAINING | 19,922.89 | 44,000.00 | -24,077.11 | 45.28% |
| 6101-00 · PUBLIC OUTREACH/COMMUNICATIONS | | | | |
| 6101-01 · Advertising/Social Media/Sponso | 19,474.89 | 35,000.00 | -15,525.11 | 55.64% |
| 6101-02 · Public Outr/Comm - Noise Abatem | 0.00 | 500.00 | -500.00 | 0.0% |
| 6101-03 · Public Outr/Comm - SAAC | 7,559.95 | 8,000.00 | -440.05 | 94.5% |
| Total 6101-00 · PUBLIC OUTREACH/COMMUNICATIONS | 27,034.84 | 43,500.00 | -16,465.16 | 62.15% |
| 6110-00 · CONTRACTS | | | | |
| 6110-02 · Contracts - FMAA | 20,500.00 | 42,000.00 | -21,500.00 | 48.81% |
| 6110-16 · Contracts - Prkg Mngt Fee/Ops | 75,658.22 | 262,000.00 | -186,341.78 | 28.88% |
| 6110-17 · Contracts - Landing Fee Equip. | 12,875.00 | 15,000.00 | -2,125.00 | 85.83% |
| 6110-18 · Contracts - Vector Commissions | 38,205.28 | 97,500.00 | -59,294.72 | 39.19% |
| Total 6110-00 · CONTRACTS | 147,238.50 | 416,500.00 | -269,261.50 | 35.35% |
| 6130-00 · MISCELLANEOUS EXPENSES | | | | |
| 6130-01 · Misc. - General | 5,838.21 | 15,000.00 | -9,161.79 | 38.92% |
| 6130-19 · Misc. COVID-19 | 110.00 | 0.00 | 110.00 | 100.0% |
| 6140-00 · Bank Fees | 17,345.05 | 15,000.00 | 2,345.05 | 115.63% |
| 6140-01 · Merchant Fees | 315.34 | 250.00 | 65.34 | 126.14% |
| Total 6130-00 · MISCELLANEOUS EXPENSES | 23,608.60 | 30,250.00 | -6,641.40 | 78.05% |
| Total 6000-0 · "B" EXPENSES - ADMINISTRATIVE | 655,445.34 | 1,450,320.00 | -794,874.66 | 45.19% |
| 6001 · "B" EXPENSES - OPERATIONAL | | | | |
| 6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS | | | | |
| 6500-01 · Supplies/Equipment - General | 4,417.36 | 7,500.00 | -3,082.64 | 58.9% |
| 6500-02 · Supplies/Equipment - Tools | 1,265.17 | 8,000.00 | -6,734.83 | 15.82% |
| 6500-03 · Supplies/Equipment - Clothing | 1,584.94 | 3,500.00 | -1,915.06 | 45.28% |
| 6500-04 · Supplies/Equipment - Janitorial | 10,322.15 | 22,000.00 | -11,677.85 | 46.92% |
| Total 6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS | 17,589.62 | 41,000.00 | -23,410.38 | 42.9% |
| 6505-00 · EQUIP/VEHICLE - LEASE/RENTAL | | | | |
| 6505-01 · Eq./Vehi Lease/Rental - General | 87,559.16 | 90,000.00 | -2,440.84 | 97.29% |
| Total 6505-00 · EQUIP/VEHICLE - LEASE/RENTAL | 87,559.16 | 90,000.00 | -2,440.84 | 97.29% |
| 6510-00 · FUEL/LUBRICANTS | | | | |
| 6510-02 · Fuel | 30,356.29 | 50,000.00 | -19,643.71 | 60.71% |
| 6510-03 · Lubricants | 1,349.51 | 5,000.00 | -3,650.49 | 26.99% |
| Total 6510-00 · FUEL/LUBRICANTS | 31,705.80 | 55,000.00 | -23,294.20 | 57.65% |
| 6520-00 · VEHICLES/MAINTENANCE | | | | |
| 6520-01 · R/M Equipment - General | 5,495.02 | 19,000.00 | -13,504.98 | 28.92% |
| 6520-06 · R/M Equip. - '85 Ford Dump | 357.18 | 1,000.00 | -642.82 | 35.72% |
| 6520-08 · R/M Equip. - '96 Tiger Tractor | 0.00 | 1,200.00 | -1,200.00 | 0.0% |
| 6520-17 · R/M Equip. '01 Case 921 Ldr. | 0.00 | 500.00 | -500.00 | 0.0% |
| 6520-20 · R/M Equip. - '02 Kodiak Blower | 2,794.68 | 750.00 | 2,044.68 | 372.62% |
| 6520-25 · R/M Equip. - '04 Batts De-Ice | 120.79 | 500.00 | -379.21 | 24.16% |
| 6520-28 · R/M Equip.-'06 Case 621 Loader | 179.10 | 1,000.00 | -820.90 | 17.91% |
| 6520-29 · R/M Equip.- '10 Waus Broom/Plow | 0.00 | 1,100.00 | -1,100.00 | 0.0% |
| 6520-30 · R/M Equip.-'05 Ford F-350 | 65.90 | 1,600.00 | -1,534.10 | 4.12% |

| | Oct '21 - Mar 22 | Budget | \$ Over Budget | % of Budget |
|---|-------------------|-------------------|--------------------|---------------|
| 6520-31 · R/M Equip. - '10 Oshkosh Blower | 0.00 | 3,500.00 | -3,500.00 | 0.0% |
| 6520-32 · R/M Equip. - '09 Mini Truck | 0.00 | 350.00 | -350.00 | 0.0% |
| 6520-34 · R/M Equip. - '12 Case 921F Load | 0.00 | 2,500.00 | -2,500.00 | 0.0% |
| 6520-35 · R/M Equip. - '14 Ford Explorer | 236.21 | 3,100.00 | -2,863.79 | 7.62% |
| 6520-36 · R/M Equip. - '10 Toyota Forklif | 0.00 | 250.00 | -250.00 | 0.0% |
| 6520-37 · R/M Equip. - '15 Tool Cat | 1,546.66 | 400.00 | 1,146.66 | 386.67% |
| 6520-38 · R/M Equip. - '15 Wausau Broom | 0.00 | 10,500.00 | -10,500.00 | 0.0% |
| 6520-40 · R/M Equip. - '17 Ford-350 Super | 4,298.93 | 4,400.00 | -101.07 | 97.7% |
| 6520-41 · R/M Equip. - '17 Kodiak Blower | 414.93 | 1,500.00 | -1,085.07 | 27.66% |
| 6520-43 · R/M Equip. - '18 279D Skid St. | 725.60 | 500.00 | 225.60 | 145.12% |
| 6520-44 · R/M Equip. - '18 Cat 972M Ldr | 811.60 | 1,000.00 | -188.40 | 81.16% |
| 6520-45 · R/M Equip. - '19 Oshkosh Broom | 0.00 | 10,500.00 | -10,500.00 | 0.0% |
| 6520-46 · R/M Equip. - '20 Chev. 1500 PU | 331.24 | 3,500.00 | -3,168.76 | 9.46% |
| 6520-47 · R/M Equip. - '19 Cat 972M Ldr | 373.42 | 1,000.00 | -626.58 | 37.34% |
| 6520-48 · R/M Equip. - '18 New Holland Trac | 0.00 | 1,000.00 | -1,000.00 | 0.0% |
| 6520-49 · R/M Equip. - '21 MB Combo | 312.62 | 11,000.00 | -10,687.38 | 2.84% |
| 6520-50 · R/M Equip. - '22 MB Combo | 82.73 | 10,000.00 | -9,917.27 | 0.83% |
| 6520-51 · R/M Equip. - '22 MB Deice Truck | 0.00 | 3,000.00 | -3,000.00 | 0.0% |
| 6520-52 · R/M Equip. - '22 MB4 Blower | 72.44 | 1,000.00 | -927.56 | 7.24% |
| Total 6520-00 · VEHICLES/MAINTENANCE | 18,219.05 | 95,650.00 | -77,430.95 | 19.05% |
| 6530-00 · ARFF MAINTENANCE | | | | |
| 6530-01 · ARFF Maint. Gen/Supplies | 2,739.51 | 10,000.00 | -7,260.49 | 27.4% |
| 6530-03 · ARFF Maint. - '87 Oshkosh | 0.00 | 400.00 | -400.00 | 0.0% |
| 6530-04 · ARFF Maint. - Radios | 5,102.00 | 3,500.00 | 1,602.00 | 145.77% |
| 6530-05 · ARFF MAInt. - '03 E-One | 2,422.47 | 2,500.00 | -77.53 | 96.9% |
| 6530-06 · ARFF Maint. - '20 Oshkosh Strik | 508.58 | 1,000.00 | -491.42 | 50.86% |
| Total 6530-00 · ARFF MAINTENANCE | 10,772.56 | 17,400.00 | -6,627.44 | 61.91% |
| 6540-00 · REPAIRS/MAINTENANCE - BUILDING | | | | |
| 6540-01 · R/M Bldg. - General | -13.42 | 1,500.00 | -1,513.42 | -0.9% |
| 6540-02 · R/M Bldg. - Terminal | 67,048.78 | 110,000.00 | -42,951.22 | 60.95% |
| 6540-03 · R/M Bldg. - Terminal Concession | 510.00 | 2,500.00 | -1,990.00 | 20.4% |
| 6540-04 · R/M Bldg. - Cold Storage | 665.93 | 1,500.00 | -834.07 | 44.4% |
| 6540-05 · R/M Bldg. - AOB/SHOP | 9,654.02 | 15,000.00 | -5,345.98 | 64.36% |
| 6540-06 · R/M Bldg. - Hangars | 0.00 | 5,000.00 | -5,000.00 | 0.0% |
| 6540-07 · R/M Bldg. - Tower | 3,246.24 | 7,000.00 | -3,753.76 | 46.38% |
| 6540-08 · R/M Bldg. - Parking Booth | 403.00 | 1,000.00 | -597.00 | 40.3% |
| Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING | 81,514.55 | 143,500.00 | -61,985.45 | 56.81% |
| 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE | | | | |
| 6550-01 · R/M - General | 4,073.96 | 8,000.00 | -3,926.04 | 50.93% |
| 6550-02 · R/M - Airfield/Runway | 12,517.42 | 60,000.00 | -47,482.58 | 20.86% |
| 6550-03 · R/M - Airfield/Runway - Deice | 74,010.06 | 120,000.00 | -45,989.94 | 61.68% |
| 6550-04 · R/M - Lights | 12,139.57 | 15,000.00 | -2,860.43 | 80.93% |
| Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE | 102,741.01 | 203,000.00 | -100,258.99 | 50.61% |
| 6551-00 · REPAIRS/MAINTENANCE - LANDSIDE | | | | |
| 6551-01 · RM - General | 423.79 | 1,000.00 | -576.21 | 42.38% |
| 6551-02 · R/M - Parking Lot | 6,433.58 | 7,000.00 | -566.42 | 91.91% |
| 6551-03 · R/M - Landscaping | 1,855.91 | 11,000.00 | -9,144.09 | 16.87% |
| Total 6551-00 · REPAIRS/MAINTENANCE - LANDSIDE | 8,713.28 | 19,000.00 | -10,286.72 | 45.86% |
| 6560-00 · SECURITY EXPENSE | | | | |
| 6560-01 · Security - General | 3,723.57 | 22,000.00 | -18,276.43 | 16.93% |
| 6560-02 · Security - Law Enf. Offi. (LEO) | 2,087.00 | 10,000.00 | -7,913.00 | 20.87% |
| 6560-03 · Security - Subscription Licen. | 31,210.20 | 61,665.00 | -30,454.80 | 50.61% |
| 6560-04 · Security - Perim./Access/CCTV | 4,226.07 | 18,000.00 | -13,773.93 | 23.48% |
| 6560-05 · Security - Professional Serv. | 2,625.00 | 10,900.00 | -8,275.00 | 24.08% |
| Total 6560-00 · SECURITY EXPENSE | 43,871.84 | 122,565.00 | -78,693.16 | 35.8% |
| 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU | | | | |
| 6570-01 · R/M Aeronautical Equip - NDB/DME | 4,343.40 | 10,000.00 | -5,656.60 | 43.43% |

| | Oct '21 - Mar 22 | Budget | \$ Over Budget | % of Budget |
|---|------------------|---------------|----------------|-------------|
| 6570-02 · R/M Aeronautical Equip. - Tower | 2,593.02 | 8,000.00 | -5,406.98 | 32.41% |
| 6570-04 · R/M Aeron. Equip. - AWOS/ATIS | 5,439.27 | 8,500.00 | -3,060.73 | 63.99% |
| Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU | 12,375.69 | 26,500.00 | -14,124.31 | 46.7% |
| Total 6001 · "B" EXPENSES - OPERATIONAL | 415,062.56 | 813,615.00 | -398,552.44 | 51.02% |
| Total 6000 · "B" EXPENDITURES | 1,070,507.90 | 2,263,935.00 | -1,193,427.10 | 47.29% |
| 7000 · "C" EXPENSES | | | | |
| 7001-00 · CAPITAL EXPENDITURES | | | | |
| 7001-02 · Buildings and Improvements | 0.00 | 150,000.00 | -150,000.00 | 0.0% |
| 7001-03 · Airfield & General Improvements | 93,752.00 | 1,485,000.00 | -1,391,248.00 | 6.31% |
| 7001-05 · Maintenance Equipment /Vehicle | 2,900.00 | 50,000.00 | -47,100.00 | 5.8% |
| 7001-06 · Assessments/Plans/Studies | 43,013.25 | 99,000.00 | -55,986.75 | 43.45% |
| 7001-09 · Security Equipment | -850.00 | 20,000.00 | -20,850.00 | -4.25% |
| 7001-10 · SRE Aquisition Non-AIP | 1,288,511.95 | 1,518,213.00 | -229,701.05 | 84.87% |
| 7001-99 · CONTINGENCY | 0.00 | 1,000,000.00 | -1,000,000.00 | 0.0% |
| Total 7001-00 · CAPITAL EXPENDITURES | 1,427,327.20 | 4,322,213.00 | -2,894,885.80 | 33.02% |
| 7549-00 · AIP '49 - SRE Aqu., Pavement Ma | | | | |
| 7549-01 · AIP '49 - Eligible | 1,568.22 | 0.00 | 1,568.22 | 100.0% |
| Total 7549-00 · AIP '49 - SRE Aqu., Pavement Ma | 1,568.22 | 0.00 | 1,568.22 | 100.0% |
| 7550-00 · Terminal Area Plan (TAP) | | | | |
| 7550-01 · AIP '50 - Eligible | 33,696.52 | 0.00 | 33,696.52 | 100.0% |
| Total 7550-00 · Terminal Area Plan (TAP) | 33,696.52 | 0.00 | 33,696.52 | 100.0% |
| 7551-00 · EA - Land Acq - Approach Protec | | | | |
| 7551-01 · AIP '51 - Eligible | 1,398.39 | 0.00 | 1,398.39 | 100.0% |
| Total 7551-00 · EA - Land Acq - Approach Protec | 1,398.39 | 0.00 | 1,398.39 | 100.0% |
| 7553-00 · AIP '53 - Rehab RW, TW & Apron | | | | |
| 7553-01 · AIP '53 - Eligible | 118,996.05 | | | |
| Total 7553-00 · AIP '53 - Rehab RW, TW & Apron | 118,996.05 | | | |
| 7556-00 · AIP '56 - Rehab Runway Phase 2 | | | | |
| 7556-01 · AIP '56 - Eligible | 271,895.32 | | | |
| Total 7556-00 · AIP '56 - Rehab Runway Phase 2 | 271,895.32 | | | |
| 8500-00 · Capital Imp. Program (CIP) | | | | |
| 8501-00 · CIP - General | | | | |
| 8501-01 · General | 0.00 | 16,727,000.00 | -16,727,000.00 | 0.0% |
| Total 8501-00 · CIP - General | 0.00 | 16,727,000.00 | -16,727,000.00 | 0.0% |
| 8502-00 · Land Acq - Approach Protection | | | | |
| 8502-01 · CIP-Land Acqu-Approach Protecti | 5,472.00 | 0.00 | 5,472.00 | 100.0% |
| Total 8502-00 · Land Acq - Approach Protection | 5,472.00 | 0.00 | 5,472.00 | 100.0% |
| 8504-00 · CIP 04-2021 MB4 Snow Blower | | | | |
| 8504-01 · CIP 04-2021 MB4 Snow Blower | 607,577.00 | | | |
| Total 8504-00 · CIP 04-2021 MB4 Snow Blower | 607,577.00 | | | |
| 8505-00 · CIP 05-2021 GHG Emissions Inven | | | | |
| 8505-01 · CIP 05-2021 GHG Emissions Inven | 14,396.97 | | | |
| Total 8505-00 · CIP 05-2021 GHG Emissions Inven | 14,396.97 | | | |
| Total 8500-00 · Capital Imp. Program (CIP) | 627,445.97 | 16,727,000.00 | -16,099,554.03 | 3.75% |
| Total 7000 · "C" EXPENSES | 2,482,327.67 | 21,049,213.00 | -18,566,885.33 | 11.79% |
| Total 5000 · EXPENDITURES | 4,435,348.14 | 25,302,712.00 | -20,867,363.86 | 17.53% |
| Total Expense | 4,435,348.14 | 25,302,712.00 | -20,867,363.86 | 17.53% |
| Net Ordinary Income | -564,365.60 | 1,708,814.00 | -2,273,179.60 | -33.03% |
| Net Income | -564,365.60 | 1,708,814.00 | -2,273,179.60 | -33.03% |

| ATCT Traffic Operations Record | | | | | | | | | | | | | | | | | | | | | | |
|--------------------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|
| Month | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 |
| 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 | 1,987 | 2,001 | 2,250 |
| 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 | 2,253 | 2,185 | 2,362 |
| 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 | 1,480 | 2,512 | 2,376 |
| 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 | 616 | 1,590 | 0 |
| May | 3,905 | 4,184 | 2,654 | 3,282 | 2,729 | 2,134 | 1,579 | 2,293 | 2,280 | 1,891 | 1,533 | 1,693 | 1,852 | 555 | 668 | 1,501 | 1,802 | 1,442 | 1,174 | 1,127 | 1,894 | 0 |
| June | 4,787 | 5,039 | 4,737 | 4,438 | 3,674 | 3,656 | 5,181 | 3,334 | 2,503 | 3,019 | 2,898 | 2,761 | 3,203 | 2,164 | 2,387 | 2,475 | 2,502 | 2,552 | 2,292 | 2,069 | 2,931 | 0 |
| July | 6,359 | 8,796 | 6,117 | 5,910 | 5,424 | 5,931 | 7,398 | 4,704 | 4,551 | 5,005 | 5,004 | 4,810 | 5,345 | 4,345 | 4,159 | 4,562 | 4,573 | 5,033 | 4,266 | 3,356 | 4,005 | 0 |
| August | 6,479 | 6,917 | 5,513 | 5,707 | 5,722 | 6,087 | 8,196 | 4,570 | 4,488 | 4,705 | 4,326 | 3,823 | 4,644 | 3,114 | 2,932 | 3,719 | 3,873 | 3,175 | 3,260 | 2,859 | 3,289 | 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 | 2,235 | 2,692 | 2,884 | 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 | 1,571 | 2,212 | 2,128 | 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 | 1,328 | 1,365 | 1,665 | 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 | 1,960 | 2,051 | 2,018 | 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 | 24,577 | 24,067 | 29,102 | 6,988 |
| | | | | | | | | | | | | | | | | | | | | | | |

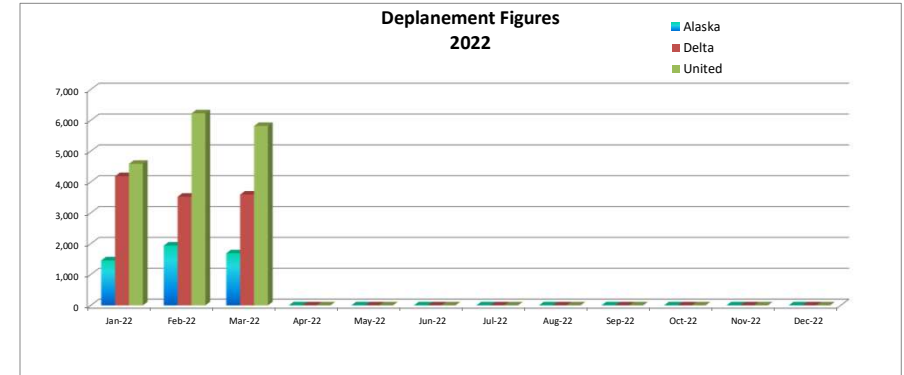
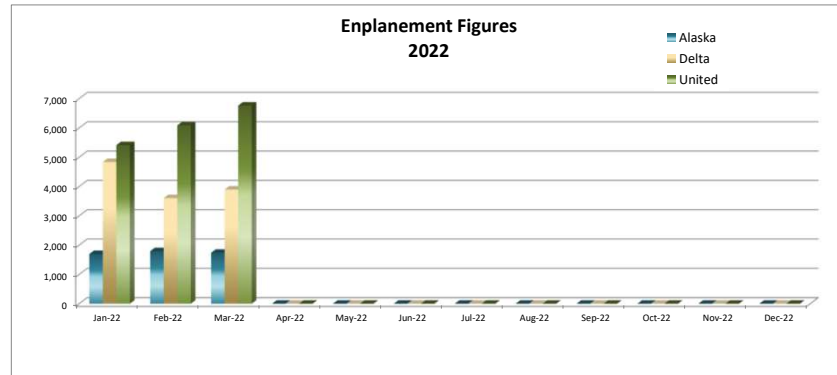


| ATCT Operations Change (March 2021 vs. March 2022) | | | |
|---|-------|-------|----------|
| | 2022 | 2021 | % Change |
| Air Taxi | 610 | 648 | -5.9% |
| Air Carrier | 400 | 432 | -7.4% |
| General Aviation | 1,210 | 1,318 | -8.2% |
| Military | 8 | 2 | 300.0% |
| Civil | 148 | 112 | 32.1% |
| Total | 2,376 | 2,512 | -5.4% |
| YTD Total | 6,988 | 6,698 | 4.3% |

**Friedman Memorial Airport
March 2022**

| 2022 Enplanements | | | | | | | | | | | | | | | | | | |
|-------------------|-----------------|-------------|-------|------------------|----------------|----------------|-------------|--------|------------------|----------------|-----------------|-------------|--------|------------------|----------------|------------|-----------------------|----------------|
| Date | Alaska Airlines | | | | | Delta Airlines | | | | | United Airlines | | | | | Total Enp. | Prior Year Total Enp. | Total % Change |
| | 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-22 | 1,650 | 46 | 1,696 | 1,416 | 20% | 4,771 | 65 | 4,836 | 3,168 | 53% | 5,365 | 48 | 5,413 | 1,953 | 177% | 11,945 | 6,537 | 82.7% |
| Feb-22 | 1,769 | 24 | 1,793 | 1,907 | -6% | 3,571 | 34 | 3,605 | 3,859 | -7% | 6,040 | 45 | 6,085 | 2,081 | 192% | 11,483 | 7,847 | 46.3% |
| Mar-22 | 1,696 | 42 | 1,738 | 2,038 | -15% | 3,850 | 47 | 3,897 | 4,918 | -21% | 6,708 | 53 | 6,761 | 2,576 | 162% | 12,396 | 9,532 | 30.0% |
| Totals | 5,115 | 112 | 5,227 | 5,361 | -2% | 12,192 | 146 | 12,338 | 11,945 | 3% | 18,113 | 146 | 18,259 | 6,610 | 176% | 35,824 | 23,916 | 49.8% |

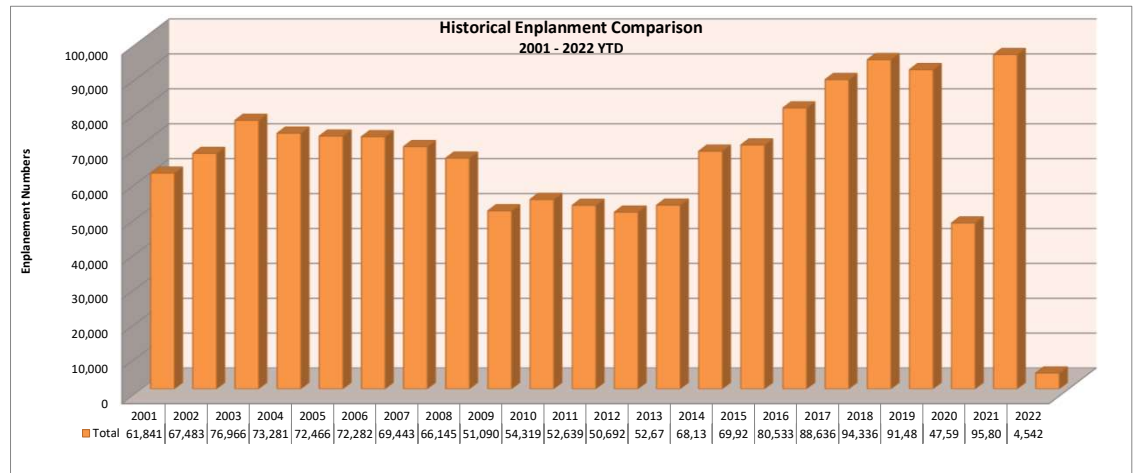
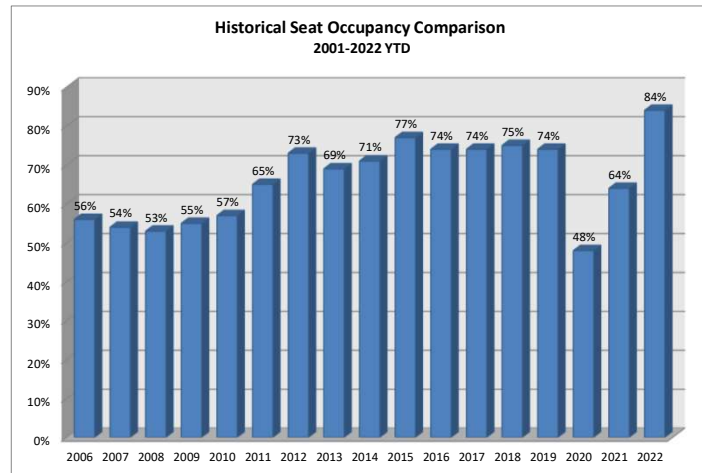
| 2022 Deplanements | | | | | | | | | | | | | | | | | | |
|-------------------|-----------------|-------------|-------|------------------|----------------|----------------|-------------|--------|------------------|----------------|-----------------|-------------|--------|------------------|----------------|------------|-----------------------|----------------|
| Date | Alaska Airlines | | | | | Delta Airlines | | | | | United Airlines | | | | | Total Dep. | Prior Year Total Dep. | Total % Change |
| | 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-22 | 1,426 | 31 | 1,457 | 969 | 50% | 4,117 | 71 | 4,188 | 2,557 | 64% | 4,542 | 47 | 4,589 | 1,147 | 300% | 10,234 | 4,673 | 119.0% |
| Feb-22 | 1,908 | 29 | 1,937 | 1,986 | -2% | 3,487 | 34 | 3,521 | 3,967 | -11% | 6,195 | 31 | 6,226 | 2,215 | 181% | 11,684 | 8,168 | 43.0% |
| Mar-22 | 1,632 | 56 | 1,688 | 1,805 | -6% | 3,539 | 51 | 3,590 | 4,870 | -26% | 5,761 | 55 | 5,816 | 2,247 | 159% | 11,094 | 8,922 | 24.3% |
| Totals | 4,966 | 116 | 5,082 | 4,760 | 7% | 11,143 | 156 | 11,299 | 11,394 | -1% | 16,498 | 133 | 16,631 | 5,609 | 197% | 33,012 | 21,763 | 51.7% |



**Friedman Memorial Airport
March 2022**

| 2022 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 | % Change Total Seats Available | % Change Total Seats Occupied | Change in Load Factor % |
| Jan-22 | 29 | 2,204 | 1,696 | 77% | 85 | 5,968 | 4,836 | 81% | 104 | 7,280 | 5,413 | 74% | 15,452 | 11,945 | 77% | 3% | 83% | 34% |
| Feb-22 | 28 | 2,128 | 1,793 | 84% | 56 | 3,932 | 3,605 | 92% | 102 | 7,176 | 6,085 | 85% | 13,236 | 11,483 | 87% | -11% | 46% | 34% |
| Mar-22 | 27 | 2,052 | 1,738 | 85% | 62 | 4,352 | 3,897 | 90% | 109 | 7,660 | 6,761 | 88% | 14,064 | 12,396 | 88% | -9% | 30% | 26% |
| Totals | 84 | 6,384 | 5,227 | 82% | 203 | 14,252 | 12,338 | 87% | 315 | 22,116 | 18,259 | 83% | 42,752 | 35,824 | 84% | -6% | 50% | 31% |

Note: *Preliminary available seat calculations based on scheduled flights. Actual available seat calculations will be updated periodically when official DOT numbers are obtained.



From: Billy
To: kriswirth@gmail.com; Angenie McCleary; mdavis@co.blaine.id.us; Chris Pomeroy; ms.sarahmichael@gmail.com; kriswirth@gmail.com; Greg Travelstead; Peter Lobb; Richard Stopol; Jenny Emery-Davidson; daveyten7@gmail.com; B C Young; keri@woodriverlandtrust.org; sboettger@woodriverlandtrust.org; Janet Carter; gstinnett@co.blaine.id.us; Mary Roberson; gordo44@cox.net; chiefcaballero@gmail.com; ivanbeanny@gmail.com; ALPINE TREE SERVICE, INC.; Smalls_411@yahoo.com; hymy1@q.com; B C Young; bobclosser@gmail.com; Alyssa Pinkerton; jonathan@hcn.org; betsy@writersontherange.com
Subject: FB
Date: Tuesday, April 26, 2022 6:32:44 PM

Everybody, I hope your network, and their networks, are spreading the message supporting airport relocation, and submitting comments to chris@iflysun.com requesting they be entered in the public record. And also entering Tuesday, May 3rd, 5:30 PM into their digital calenders to remind them to attend the FMAA Board virtual meeting.

<https://global.gotomeeting.com/join/723981309>

As long as long as you continue to bow low to the economic aristocracy, you will continue to take it in your rear end. Time to stand up, look them in the eye, and say "NO MORE! MOVE THE AIRPORT!"

Chris P. - *Please* enter into the public record, *thanks!*

From: [Angenie McCleary](#)
To: [Martha Burke](#); [Chris Pomeroy](#)
Subject: FW: [EXTERNAL]humble request
Date: Saturday, April 23, 2022 5:07:33 PM

FYI

From: Billy <wilfrahug@cox.net>
Sent: Saturday, April 23, 2022 2:19 PM
To: Smalls_411@yahoo.com; hymy1@q.com; Jenny Emery-Davidson <jdavidson@comlib.org>; chiefcaballero@gmail.com; Gretchen Stinnett <gstinnett@co.blaine.id.us>; ivanbeanny@gmail.com; daveyten7@gmail.com <daveyten7@gmail.com>; Mary Roberson <maryroberson@q.com>; nick.p.gilman@gmail.com <nick.p.gilman@gmail.com>; Janet Carter <haileyjanet@gmail.com>; Greg Travelstead <greg.travelstead@gmail.com>; heidi.husbands@haileycityhall.org <heidi.husbands@haileycityhall.org>; kerl@woodriverlandtrust.org; sboettger@woodriverlandtrust.org <sboettger@woodriverlandtrust.org>; Peter Lobb <plobb@msn.com>; Richard Stopol <rstopol@hotmail.com>; reglorn@cox.net; Muffy Davis <mdavis@co.blaine.id.us>; Angenie McCleary <amccleary@co.blaine.id.us>; Keith Roark <keithroark@blaineschools.org>; ALPINE TREE SERVICE, INC. <weylin@alpinetreeservice.net>
Subject: [EXTERNAL]humble request

Friends and Neighbors,

If you and your neighbors in Hailey and Bellevue are enjoying the *peace* and *quiet*, NOW is the time to submit as many "Letters to the Editor" as possible to the IME and WRW, as well as flooding officials on the FMAA Board with comments emailed to chris@iflysun.com, insisting they be entered into the public record.

It is *non-negotiable*, move ALL operations at Friedman to the site south of Timmerman under consideration *after* THE DECISION WAS MADE to move the airport.

Please, I need everyone's help. I don't have a smart/cell phone or any social media accounts. You are free and welcome to copy and distribute any text or comment I have emailed.

Online meeting Tuesday, May 3rd, 5:30 PM.

<https://global.gotomeeting.com/join/723981309>

WE CANNOT ALLOW CORRUPTION TO PREVAIL IN OUR FAIR VALLEY!!!

DEMOCRACY IS NOT DEAD YET DESPITE THE ONGOING EFFORTS BY THE OLIGARCHS AND ECONOMIC ARISTOCRACY TO KILL IT FOR THEIR OWN FINANCIAL BENEFIT OR PRIVATE AIRCRAFT, SERVED BY THE POLITICAL CLASS THEY OWN AT EVERY LEVEL OF GOVERNMENT!!!

STIR IT UP!!! WE CAN DO THIS!!!

NOW IS THE TIME TO RELOCATE THE AIRPORT!!!

billy

From: [Angenie McCleary](#)
To: [Martha Burke](#); [Chris Pomeroy](#)
Subject: FW: whoops! I LIED! I did get angry!
Date: Wednesday, April 27, 2022 10:10:21 PM

FYI

From: Billy <wilfrahug@cox.net>
Sent: Monday, April 25, 2022 8:48 PM
To: Angenie McCleary <amccleary@co.blaine.id.us>; Muffy Davis <mdavis@co.blaine.id.us>
Subject: whoops! I LIED! I did get angry!

Angenie and Muffy, I printed a copy of the "*motivation? social, economic, and environmental injustice*" email which I sent you both this afternoon so I could *mail* it to Heidi Husbands to avoid broader distribution to the council. So only you three will have seen that email unless you decide otherwise.

In the process of doing this printing I remember I did get *angry* at the condescension of Volare Communications in their online post in response to comments on the expansion article in the IME, also upset that the FMAA Board would find it necessary to hire a propaganda firm to disseminate the various deceptions and false narratives they/you apparently want constructed around Friedman. I absolutely *own* my identification of them as "douche-bags," and am not the least apologetic about doing so.

The highly informed individual whose text I copy/pasted revealing predatory, high-end realtors as the **only** reason the airport has not been moved, was responding to the following text in quotes below I had just sent him.

"Increased refinery capacity is always developed where cheap land commonly occupied by poor POC who cannot muster the resources necessary to hire an army of attorneys to resist a toxic industrial process being located near their homes.

Each day they go to work at low-paying jobs they are told they are fortunate to have by people who have never worked a day in their lives, and pay taxes to help provide huge subsidies to that toxic industry so wealthy investors receiving Medicare benefits with easy access to quality health care can buy or build third, fourth, or fifth trophy homes in mountain resort areas.

Then many of these poor people drop dead from highly elevated rates of degenerative disease in their contaminated communities. They are invisible and expendable. - *Like the residents of Hailey and Bellevue living near Friedman.*"

The italicized text in the final sentence was added and remarkably appropriate for this airport relocation issue, though originally the text in quotes was more broadly about environmental injustice, not the airport. I probably sent the longer email with these three paragraphs to you both a year or two ago!

I encountered Heidi at the grocery store, introducing myself. She said she *does* read what I

send her, which pleased me. You three should have coffee together. The only three elected officials I trust, hopefully not mistakenly!

Do the right thing, *move the airport!*

billy

From: [Angenie McCleary](#)
To: [Martha Burke](#); [Chris Pomeroy](#)
Subject: FW: [EXTERNAL]motivation? social, economic, and environmental justice.
Date: Wednesday, April 27, 2022 10:12:34 PM

FYI

From: Billy <wilfrahug@cox.net>
Sent: Monday, April 25, 2022 5:12 PM
To: Angenie McCleary <amccleary@co.blaine.id.us>; Muffy Davis <mdavis@co.blaine.id.us>
Subject: [EXTERNAL]motivation? social, economic, and environmental justice.

BTW Angenie, I have not been the least bit *angry* as I have written these past three letters on the airport. There wasn't even an element of *righteous indignation* or any other emotion influencing my comments as I have been doing this for so long, but such passion sure looked good coming from that state senator calling out the liars in Michigan. Plenty of liars around here, a reality which will be more carefully considered following this airport relocation advocacy. I write so I *don't* get pissed off. Keyboard journaling therapy!

Just trying to influence healthy outcomes in the place I chose to be my home after never having had one growing up. Sense of place, I guess. Perhaps Muffy can explain why those growing up here like Fritz and Ed Trumpke can so eagerly pimp out the only home they have ever known. The answer is fragile male egos and related insecurities, consumed with trying to impress and elevate themselves in the minds of others, peacocks, why women are clearly superior at policy and governance. If they had both been born in trailers at Magic they would be sacking potatoes in Jerome. So, good thing they had wealthy parents to deliver them lives of abundance!

There is seldom much intensity in any anger I do experience in response to frustration when you are simply arguing for the truth which is being swallowed by all the lies. Twenty years to root out the corruption manifesting in profligacy and waste at BCSD. The tone and language I use a protest against the elitist protocols demanded by a corrupt oligarchy which demands non-confrontational, status quo, useless Ted Talks pabulum intended to prevent much needed change and perpetuate the profits of corruption. The destruction of our democracy just part of the agenda.

Simply a patriot who will not bow to the Crown. Like William Wallace, not in my nature. This country has become what it fought a violent war of revolution against a century-and-a-half ago. Amusing that activists on both the left and the right totally agree on this if nothing else, particularly who is responsible. Private aircraft replacing the gilded horse-drawn carriages, the peasants and servants need to just get out of the way! I don't think so!

DINOs around here (BC Dems) fat and complacent. One prominent elected official in a position to know once identified Wendy J. as a lap-dog of Republicans in Boise. You wanted to make a real difference Muffy? Here is your opportunity.

Please move the airport! Thank you! - billy

From: [Billy](#)
To: [Angenie McCleary](#); [Chris Pomeroy](#)
Subject: more encouragement for relocation advocates!
Date: Friday, April 15, 2022 7:11:08 PM

Angenie and Chris,

There is a complete absence of *trust* in the community for an FMAA Board that represents narrow interests, heels dug in to keep FMA in a completely inappropriate location compromising and contaminating the lives of thousands of citizens with Jet-A fuel exhaust fumes and the incessant screeching of aircraft now 16 hours a day in the summer months.

Chris, please record these comments in the public record, thanks. They are again in the form of a letter to someone *strongly* supporting relocation.

,

I'm sure you have seen the comments below on the IME article, "Friedman moves closer to Eccles land acquisition." I believe there exists sufficient resistance in the community to expansion, and possible future intentions and hidden agendas, to offer an opportunity to organize this energy and point it right between the eyes of the FMAA Board.

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Further investment and deeper entrenchment by Atlantic Aviation and wealthy interests at the current location through approval of additional hangers, etc., as now being proposed with expansion at this site, will give these special interests ***standing in the courts to sue*** if airport operations are moved to a more appropriate site south of Timmerman.

The argument, "*We never would have invested in these **private** improvements if this expansion had not been approved by the FMAA Board.*" Any settlement would be massive. The wealthy special interests the FMAA Board has been in bed with for years will turn around and eviscerate them in a nanosecond for money. The hayseed attorneys in this valley would be chewed up and spit out by the best and brightest. Of course, they are conditioned to *failure* in such high profile legal contests, and there is always a seat on the local bench as reward for repeated *failures*.

*****, I advise you and those willing to **relentlessly** confront a corrupt local establishment concerned only with a special interest agenda in service of the economic aristocracy, to **get busy**. Comments, comments, comments! Meetings, meetings, meetings! That is if you are really invested in this airport relocation cause. This expansion is an inflexion point, any leverage from the public must be forcefully exerted **now**.

I am at the top of the black list of the local establishment who only want to hear lies from SVED and others only interested in government providing decisions which funnel more money into special-interest pockets.

If you have talked to those connected and receiving financial benefit locally from this '*merging of state and business leadership*' (please Google italics), I'm sure there have been very few compliments directed my way associated with my social, economic, and environmental justice advocacy! The establishment is incapable of responding coherently to my opinions and positions on local issues, only capable of threatening me with lawsuits in an attempt to intimidate and silence me.

The local establishment wants everyone to observe elitist, politeness protocols in their comment on local issues, primarily to shut them up by making them more easy to completely ignore. This empowers the establishment to dismiss, discount, and distort the *truth* about literally everything going on in this valley.

This corrupt establishment agenda is now exclusively dedicated to the real estate, recreation, and transportation interests of the economic aristocracy. Why few in the broader community have any respect for that establishment anymore. Blue island (IME) my ass!

All the tired whining by the local establishment about workforce housing accomplishes little when the 'North Magic Valley Regional Airport' just south of Timmerman clearly presents the obvious solution to many of the issues created by the agenda of malignant growth embraced and served by local officials at the expense of the community.

As much as the economic aristocracy in the north valley doesn't want workers living in their gilded neighborhoods, many of those workers don't want to live in the exclusive enclaves of the *elitists* they detest. Gentrification is nothing new.

Happy Easter!
Have a great weekend!

billy

rightturnclyde Apr 11, 2022 8:47pm

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[Report](#)

[Add Reply](#)



badger Apr 10, 2022 10:49am

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[Report](#)

[Add Reply](#)



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[Report](#)

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Volare Communications Apr 8, 2022 3:39pm

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[Report](#)

[Add Reply](#)



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Report

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Report

Add Reply



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Report

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[Report](#)[Add Reply](#)

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[Report](#)[Add Reply](#)

badger Apr 8, 2022 9:37am

coup de grace/vote no

[Report](#)[Add Reply](#)

Swag1274 Apr 8, 2022 10:06am

*promise

From: [Billy](#)
To: [Angenie McCleary](#); [Chris Pomeroy](#)
Subject: ANCHOR
Date: Friday, April 15, 2022 11:07:18 PM

Angenie and Chris,

THIS EXPANSION IS INTENDED TO MORE SOLIDLY ANCHOR THE AIRPORT IN HAILEY, DIMINISHING THE POSSIBILITY IT WILL EVER BE MOVED IN THE FUTURE BY AN FMAA BOARD PERHAPS COMPRISED OF INDIVIDUALS WITH A MODICUM OF INTEGRITY, RATHER THAN THE SERVANTS OF GREED SITTING ON THAT BOARD TODAY.

Chris, please add this comment to the public record as well, thank you.

billy

From: [Billy](#)
To: [Chris Pomeroy](#); [Angenie McCleary](#); mdavis@co.blaine.id.us
Subject: replacement draft
Date: Sunday, April 17, 2022 11:45:02 AM

Chris P,

This is a replacement draft for the comments I sent on Friday as I revisited and modified the text as I am often inclined. Please enter these comments into the Public Record and remove the earlier version.

Thanks!

billy

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In looking at the map delineating the new boundaries, it appears that this acquisition would more than double the footprint of the airport, which further lends credibility to suspicions that the ultimate objective of expansion will be larger aircraft.

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The local establishment wants everyone to observe elitist, politeness protocols in their comment on local issues, primarily to shut them up by making them more easy to completely ignore. This empowers the establishment to dismiss and discount the *truth* about everything.

Public comment became completely irrelevant in Hailey, and the reason no one participates anymore except for those representing their own financial interests. "*More and more and more density, please!*" None of which will provide much in the way of affordable housing (\$375,000.00 defined as affordable by the CDD!) despite all the lying that this is the intent of all the added density. *Total BS!*

This corrupt establishment agenda now exclusively dedicated to the real estate, recreation, and transportation interests of the economic aristocracy. Why no one in the broader community has any respect for that establishment anymore. "Blue island" (IME) my ass!

The PTB waited until it was too late to consider doing anything substantive about workforce housing. Their refusal to seriously consider relocation and *dereliction of duty* in not having composed a draft to solicit funding from the '*Infrastructure Investment and Jobs Act*' reveals the intention to make Hailey the **permanent** location of the airport, once again throwing working citizens under the bus, or in this case the Gulfstream.

All the tired whining by the establishment about workforce housing accomplishes little when the 'North Magic Valley Regional Airport' just south of Timmerman clearly presents

the obvious solution. As much as the economic aristocracy doesn't want workers living in their gilded neighborhoods, many of those workers don't want to live in the exclusive enclaves of the *elitists* they detest, believing this tiny minority controlling the agenda has destroyed the atmosphere, our democracy, and now this valley for mountains of easy money.

No money left to move the airport will be the excuse, just like not much left to house the units of labor, servants. Housing now being considered in the Triangle far from jobs. Friedman absent of ALL operations is much closer.

No money left for Pre-K. If you want anything you will have to establish a 501(c)(3) and come begging on your knees so we can feel better about ourselves and our inadequate philanthropy as beneficiaries of forty years of the conservative corruption of the political economy and the PARASITIC variety of CAPITALISM that has resulted. Those already living here will have to pay for all the impacts of all the wealthy newcomers moving here for lower taxes rather than Covid as everyone assumed. Then leave when they can no longer afford to live here.

All the money has certainly cheapened the character of our fair valley. Gentrification is nothing new, neither is failure to competently address associated impacts. Adding more and more and more density, and more and more and more people not a solution, but a knee-jerk response. How did that work in the places these people are leaving to move here?!

William F. Hughes
Hailey

rightturnclyde Apr 11, 2022 8:47pm

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Report

Add Reply



badgr Apr

10,

2022

10:49am

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badger Apr 8, 2022 6:29pm

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| Report |
| Add Reply |

 **badger** Apr 8, 2022 9:37am

coup de grace/vote no



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| Add Reply |
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Swag1274 Apr 8, 2022 10:06am*promise

From: [Billy](#)
To: [Angenie McCleary](#); MDavis@house.idaho.gov; [Chris Pomeroy](#); ms.sarahmichael@gmail.com; kriswirth@gmail.com; [Greg Travelstead](#); [Peter Lobb](#); [Richard Stopol](#); [Tom Bergin](#); [Jenny Emery-Davidson](#); daveyt7@gmail.com; [B C Young](#); [Jim Foudy](#); [Keith Roark](#); keri@woodriverlandtrust.org; sboettger@woodriverlandtrust.org; [Janet Carter](#); heidi.husbands@haileycityhall.org; gstinnett@co.blaine.id.us; [Jim Williams](#); [Mary Roberson](#); nick.p.gilman@gmail.com; gordo44@cox.net; chiefcaballero@gmail.com; ivanbeanny@gmail.com; [ALPINE TREE SERVICE, INC.](#); Smalls_411@yahoo.com; hymy1@q.com; [B C Young](#); bobclosser@gmail.com; [Alyssa Pinkerton](#); jennifer.sahn@hcn.org; jonathan@hcn.org; betsym@writersonherange.org; [Len Harlig](#); fafairfax@aol.com; letters@mtexpress.com
Subject: the TRUTH about airport expansion vs relocation
Date: Monday, April 25, 2022 1:59:04 PM

Everybody,

Please continue recruiting people to speak out on airport relocation. I called out the gloomy resignation exhibited by my neighbor to the psyops sound torture and toxic aircraft exhaust from Friedman Memorial Airport and his belief that it will never be moved. Just what the corrupt local establishment is counting on. He agreed to write an email and attend the virtual meeting. Our objective is to get everyone to write comments and to ALL attend the virtual meeting, which will hopefully crash the site, a clear message.

Woodside and Bellevue represent the largest inventory of workforce housing in the valley. I guess local elected officials acting exclusively as servants of greed and the real estate industry have decided those working citizens they can't manage to drive out of the valley so the houses they rent or are forced to sell (more commissions!) can be converted to short-term rentals, they will simply exterminate with Jet-A aircraft fuel exhaust, their chemical weaponry of choice. All the current inventory being created in Sweetwater will be bought up by wealthy investors.

That is what the establishment has done to working citizens, screwed them so hard for so long they now willingly accept the abuse and systemic government corruption at every level, now even here in our fair valley.

"The wealth gap in our nation continues to rise rapidly. Labor's share of our national income -- the amount of GDP paid out in wages, salaries, and benefits -- has been declining since the 1980s. Meanwhile, CEO compensation has grown 940% since 1978. Worker compensation has grown just 12%. This level of inequality was never part of the American Dream. And the increasing imbalance will only lead to economic instability and stunted growth. As recent strikes across the nation show, working people are tired of getting left behind while executives and CEOs make an average of 351 times more than the typical worker's salary." - TakeltBack.org

These FACTS neglect the wealthy individuals and families served by these greedy CEOs who have benefited most handsomely from an agenda of institutionalized corruption in service of greed. This systemic corruption has delivered the *economic aristocracy* mountains of unearned investment wealth from a political economy engineered by the American Oligarchs and the politicians they own, *exclusively* for the upward redistribution of wealth over the past forty years. If you work forty hours a week to merely survive you are *invisible* and *irrelevant*. This is social and economic injustice, and it is just plain *wrong*! Time to do something about it. MOVING THE AIRPORT IS A GOOD PLACE TO START!

Last year, 2021, saw the largest growth in GDP since 1984. Everyone appeared *shocked* by this reality. This is what happens when you provide financial assistance to working citizens and the poor, they go out and spend it. A good thing in a consumer economy.

While the working poor and mothers needing assistance have for years been demonized to create a distraction, all the *real welfare* like the *many trillions* in defense contracting for forever wars and failed fighter-jet programs has gone to corporations and wealthy investors over the past forty years, including members of Congress making associated decisions. The oligarchs and economic aristocracy want everyone dependent on philanthropy which gives them unlimited power in an autocratic political system. And as we have seen they are perfectly willing to destroy our democracy to perpetuate this corruption they have intentionally engineered, clearly reflected by this airport expansion and stubborn refusal to relocate the airport.

The 10% of the population, *the economic aristocracy*, receives almost 90% of unearned investment wealth and is responsible for 3/5 of the \$600 billion lost (2018) to non-compliance with tax laws, while workers have payroll taxes automatically deducted. From 2011 to 2019 *audit rates* on taxpayers with over one million dollars in income dropped 81% and the *audit rate* for large corporations dropped by half, while staff reductions at the IRS reached 14,000, the very definition of institutionalized corruption.

People in Hailey and Bellevue, this is the face of corruption insisting on flying into Friedman Memorial Airport and compromising your health and safety, and destroying your quality of life. It is about time you did something about it!

I am all-in on any effort to reduce atmospheric CO2. But all the green-washing and virtue-signaling locally about efforts to combat climate change become exercises in futility, as all the benefits of these efforts for a few years combined are canceled out by one busy week at Atlantic Aviation in the summer.

Two irrefutable **TRUTHS**.

1. Their would be ZERO impacts on the local tourist economy. Even those who don't want the airport moved have been honest enough not to lie about about this FACT. From south of Timmerman much shorter ground transportation than most resorts areas.
2. The opinions of anyone living north of Bullion Street in Hailey are entirely *irrelevant*, as their health and safety, and quality of life are not severely compromised by airport operations.

So, why is the airport still in Hailey when *THE DECISION TO RELOCATE THE AIRPORT HAS ALREADY BEEN MADE?????*

The following is an excerpt from communication with an *honest* individual with *integrity* far better informed on the airport and aware of associated history than any of the current members of the FMAA Board sadly representing a corrupt agenda.

"Bill Sailor, who was Sun Valley Company's director of visitor affairs at the time, testified at a

forum held prior to the election, that SV Company did not consider FMA a suitable facility for the kind of airplane service they needed and, therefore, the company favored the regional approach. Over the years, Dick Fenton, and his band of predatory realtors, have been the driving force for retention and expansion of FMA. They speak of "service to the Greater Sun Valley Community and the tourist industry" when, in fact, they don't give a damn about the public at large or the tourist industry. Their interest is entirely parochial. No high-end resort community in North America has a private-jet qualified airport just a mere 15 miles away from the Palaces they build and have built in the S.V. area. That is a little known but lucrative boon to high-end realtors who aggressively pursue the multi-millionaire and billionaire clients willing to shell out \$10 million for raw land and another \$20 million to \$40 million to build a monument to their avarice. If you have the bucks, you can land your private jet at FMA and be at your 2nd, 3rd, or 4th vacation home in Chocolate Gulch, Adams Gulch, etc. in a matter of minutes. If you purchased a similar home in Park City, Utah, the drive from the SLC airport would take 45 minutes to an hour. Just think what the standard real estate commission is on a \$10 million real estate transaction (half a million dollars!). The Dick Fentons of this world and the real estate industry could care less about the good of anyone other than themselves."

Angenie and Muffy, please don't contaminate your reputations with this expansion. I don't believe either of you are boomers! Move the airport. The money excuse is simply another *lie*, as airports have commonly been relocated when increasing air traffic has made that move necessary. Friedman has outgrown its current location established over 90 years ago. The FMAA Board's dereliction of duty in **not** having a draft for a grant from the 'Infrastructure Investment and Jobs Act' is not the fault of those being poisoned and tortured by the airport. Remember how Mallory McMorrow responded to all the *lies*, standing up tall and speaking out strongly because "*right* still matters."

This airport relocation issue is not about left and right or blue and red as we are continually misled to sow division for decades by a political class owned by oligarchs and special interests, a consequence of the institutionalized contamination (Citizens United) of democratic principles by money, a reality *now* even further amplified right here in our fair valley with an agenda of malignant growth and airport expansion. This is only about money and associated power. People, those that have it are going to ram this airport expansion down your throats if you don't do something about it. All you have to do is *show up*. Send comments to chris@iflysun.com and ask that your comments be entered into the public record. **PLEASE!** attend the meeting:

<https://global.gotomeeting.com/join/723981309>

WE CAN DO THIS!!! DON'T EVER GIVE UP!!! YOU ALL MUST RESIST THE SYSTEMIC CORRUPTION RAMMING A TOXIC ELITIST AGENDA OF AIRPORT EXPANSION DOWN YOUR AND YOUR CHILDREN'S THROATS WITHOUT EVEN ASKING YOU IF THAT IS OKAY!!!

PLEASE DISTRIBUTE AS WIDELY AS POSSIBLE!!!

billy

P.S. TO: Chris Pomeroy, Airport Manager (a decent human being unfortunately a hostage of his employment) *please* enter these comments into the public record...*thanks!*

From: gordo44@cox.net
To: [Chris Pomeroy](#)
Subject: Airport noise
Date: Thursday, April 21, 2022 3:04:07 PM

Chris, I live in Woodside subdivision and am fed up with the increasing noise from the expansion of the airport and aircraft flying into the valley. I have decided to retire from my nursing job early at 59 years old. At least 5 years early. Between the airport and over development this valley is ruined. I'll be one less medical person in the workforce leaving for a quiet place to enjoy the rest of my time. I own my house and will likely sell out or rent out my house in the coming year or two. It's time to build a new airport elsewhere if you want to keep current workers here otherwise they will be replaced by retirees who will put more demands on the infrastructure of the valley and find no one to meet their needs for services. Goodbye.

Sincerely, Gordon Wait. Hailey

From: [Kris Wirth](#)
To: [Chris Pomeroy](#)
Subject: Friedman Expansion
Date: Thursday, April 21, 2022 3:34:37 PM

Sir,

For the public record, I reason the Dual Path Mandate, should be activated in light of the extent of proposed airport expansions. Friedman`s relocation should be considered as an alternative .

Kris Wirth/521 Aspen Drive Hailey

From: [Leslie Mincks](#)
To: [Chris Pomeroy](#)
Subject: Friedman Memorial Airport
Date: Wednesday, April 27, 2022 1:34:39 PM

Hello Chris,

I am a home owner on Broadford Highlands Lane. Only one city block and a chain link fence away to the airport and FedEx planes along with Medical helicopters and other miscellaneous private planes.

Since I bought the house six years ago and three grandchildren later, as a grandmother, former teacher at Hemingway and an eight year survivor of ALS, I look at life differently now. For that reason I am writing to you today.

I recognize that our community is changing and growing and changing.

My concerns Chris are:

- *Quality of life

- *Air traffic will continue to grow exponentially over a very short time.

- > *The air quality will continue spiral down effecting the health of our children and family's in south valley; where interestingly the growth will be significant not in the north.

Air traffic is and will continue polluting our quality of life

Is tourism and relocating our airport based on money rather than the future and safety of our community?

Please share my concerns with whomever might wish to answer my questions, the future of our community and protecting our clean environment and the relocation of the airport.

Can we have an open discussion PostCovid as we enjoy the sound of real birds until the airport reopens!

A Relocation plan for our future, Thank you,
Leslie Mincks

Sent from my iPad

From: [Billy](#)
To: kriswirth@gmail.com; [Angenie McCleary](#); mdavis@co.blaine.id.us; [Chris Pomeroy](#); ms.sarahmichael@gmail.com; kriswirth@gmail.com; [Greg Travelstead](#); [Peter Lobb](#); [Richard Stopol](#); [Jenny Emery-Davidson](#); daveyten7@gmail.com; [B C Young](#); keri@woodriverlandtrust.org; sboettger@woodriverlandtrust.org; [Janet Carter](#); gstinnett@co.blaine.id.us; [Mary Roberson](#); gordo44@cox.net; chiefcaballero@gmail.com; ivanbeanny@gmail.com; [ALPINE TREE SERVICE, INC.](#); Smalls_411@yahoo.com; hymy1@q.com; [B C Young](#); bobclosser@gmail.com; [Alyssa Pinkerton](#); jonathan@hcn.org; betsy@writersontherange.com
Subject: FB
Date: Tuesday, April 26, 2022 6:32:44 PM

Everybody, I hope your network, and their networks, are spreading the message supporting airport relocation, and submitting comments to chris@iflysun.com requesting they be entered in the public record. And also entering Tuesday, May 3rd, 5:30 PM into their digital calenders to remind them to attend the FMAA Board virtual meeting.

<https://global.gotomeeting.com/join/723981309>

As long as long as you continue to bow low to the economic aristocracy, you will continue to take it in your rear end. Time to stand up, look them in the eye, and say "NO MORE! MOVE THE AIRPORT!"

Chris P. - *Please enter into the public record, thanks!*

From: [Billy](#)
To: [Angenie McCleary](#); [Chris Pomeroy](#)
Subject: Fw[2]: airport - Friedman
Date: Friday, April 8, 2022 7:38:44 PM
Attachments: [airportrelocation.odt](#)
[friedman.odt](#)

Angenie and Chris,

When the comment period begins, please record in the public record every word of the comments in this email, including those in the two attachments. The attachments you may have seen, the text in the two letters below have been sitting in drafts waiting for discussion on this expansion to begin.

I decided to give you both a first look in front of broader distribution next week. I know you won't read any of it, swallowing the special-interest bullshit in opposition to relocation you've been spoon fed, two spineless puppets of the economic aristocracy and the self-serving agenda they own, ramming it down the throats of citizens whose health, safety, and quality of life are entirely irrelevant to a corrupt local establishment.

billy

----- Forwarded Message -----

From: "Billy" <wilfrahug@cox.net>
To: editor@volarecommunications.com
Sent: 4/8/2022 6:54:09 PM
Subject: Fw: airport - Friedman

Dear Volare Communications douche-bags,

I assume you have a lucrative propaganda contract.

Your condescension in online IME comments reflect the smug assumptions of an effete economic aristocracy towards us hayseeds here in the Wood River Valley eating toxic fumes with lives constantly disrupted by an exponential increase in air traffic at Friedman. Your comments also reflect the reality that you are entirely uninformed on the history of this local issue, and the decision that has already been made to move the airport.

I sent along comments reflecting the *truth* about relocation of Friedman rather than the endless spewing of lies by a corrupt local establishment whose limited talents are confined to the sucking of rich dick, perhaps like the staff of Volare, no doubt hired to take over the misinformation campaign.

Please, just STFU. No one that knows anything gives a shit about what you think.

If local officials were not corrupt they would put a 'yes' or 'no' advisory vote on airport relocation on the ballot. But that would only happen in a democracy.

William F, Hughes

Hailey

----- Forwarded Message -----
From: "Billy" <wilfrahug@cox.net>
To: kriswirth@gmail.com
Sent: 4/8/2022 1:24:00 PM
Subject: airport

Hi Kris,

The first four paragraphs are primarily to identify the culture of corruption surrounding the local establishment promoting exclusively an agenda of malignant growth in service of the real estate industry, which includes the accommodation of Atlantic Aviation and their extremely wealthy clients whose private aircraft take priority over the health and safety and quality of life of citizens in Woodside and Bellevue.

*After many years of discussion regarding relocation of the airport a completely rational decision based entirely on facts and evidence rather than special interest agendas was made by local officials, and the site selection process engaged. This effort was not reengaged after the Sage Grouse, EPA/ESA issues and economic realities following 2008 were no longer relevant. This intentional abandonment and stagnation of relocation efforts for no other reason than to accommodate the economic aristocracy and Atlantic Aviation, their **convenience** and **interests** far more important than the health and safety of thousands of working citizens severely impacted by airport operations at Friedman.*

Kris,

I appreciated your brief LTE this winter insisting it is perhaps time to move FMA. I also appreciate your throwing your hat into the ring in a run for a council seat. The City of Hailey has been a cabal of useful idiots since Fritz's presence completely contaminated the public process by pretending to consider public comment for development decisions which had already been made behind closed doors, further corrupting an already tragically abbreviated process to accommodate developers with whom he has personal relationships.

Fritz's malignant growth agenda has been aggressively promoted by an unethical, empire-building CDD hired without a legitimate HR process who was run out of Ketchum. In the past, neutrality, truth, and municipal code were applied in consideration of residential development, but we have arrived in an era where false narratives, deception, dishonesty, and outright lies have been normalized, along with butchering municipal code to pass the costs of mitigating the impacts of large projects onto the backs of taxpayers, profit privatized, risk socialized.

A neophyte council and an aging mayor who had to drink the KoolAid to survive Fritz, are too clueless to make the distinction between running a special interest agenda and honestly representing the best interests of the broader community. This culture of corruption promoted by the local establishment and incestuous local legal fraternity is the

only 'normal' these new council members have ever known, presuming this is just how the city conducts business. Just like the institutionalized corruption in DC, the local establishment motivated to mindlessly accommodate greed. Why there is no longer much in the way of public participation, and absolutely no trust. It is a complete waste of time.

After the Covid lock-down in March of 2020, in April and May it became apparent to anyone with half a brain that we could anticipate considerably increased air traffic at FMA with the rapid migration of wealthy refugees into the valley. I thought this was in response to Covid, but Covid proved simply to be a trigger for the uber-wealthy to establish residency in Idaho for tax avoidance purposes, as Wyoming and Idaho have become the Caymen Islands of the Norther Rockies (Please Google 'Pandora Papers Wyoming')

Anyway, I began writing letters and contacting The FMAA Board and County Commissioners, *strongly* suggesting they needed to reengage the relocation efforts as anyone with any vision and foresight could see FMA was going to become Hailey International Airport. But the FMAA Board is owned by wealthy residents, Atlantic Aviation, and resort interests. Like the City of Hailey with development, I believe they are producing false narratives and misinformation regarding land acquisition, resulting ultimately (a decade or two?!) in eventual expansion, those now engineering that path will be gone, so as with everything there will be no accountability for poor, tragically selfish, special interests decisions by local government.

A complete absence of vision and the standard special-interest agenda from uninspired local leadership, often through now corrupted public processes, will produce the same old shit as Jackson and Aspen, I guess why Wendy and Jim Jaquet took all those trips years ago.

Moving the 'North Magic Valley Regional Airport' south of Timmerman would create a massive economic hub and would not impact tourism and resort interests. Many resort areas have much further ground travel. Moving the airport to this location would organically help meet much of the demand for affordable, workforce housing dispersed throughout other cities and counties in the area, local officials capable of producing only ineffectual contortions toward affordable housing solutions.

It is *unforgivable* that no draft has been produced by the FMAA for a grant from the "Infrastructure Investment and Jobs Act" to get this airport relocation accomplished. Lazy and useless public servants focused on the needs of the economic aristocracy and special interests, don't give a rat's rear end about the suffering of residents of Hailey and Bellevue.

All the local virtue-signaling about climate change complete BS, as private jet aircraft are the most destructive human contribution one individual can inflict on the atmosphere of this planet, clearly reflecting a half-century of the completely corrupted economic paradigm engineered exclusively to deliver mountains of lightly-taxed unearned investment wealth to the economic aristocracy. "Here, let me give you little of the unearned money generously flowing into my accounts for a microgrid experiment. In return all I want is a "green" sticker to put on my Gulfstream."

A busy week at Atlantic Aviation offsets a year or two of projected benefits from all future efforts locally to diminish impacts on climate change combined. All the lying and green-washing just more deceit from a corrupt local establishment serving the interests of the *elite* and *entitled* at the expense of the broader community, their *privilege* far more important than the health, safety, and quality of life of thousands of valley residents.

We see officials loudly virtue-signaling about an expensive experiment that might eventually diminish by an unknown amount the CO2 from energy production being injected into the atmosphere, while eliminating private jet aircraft would immediately reduce that amount by known *massive* quantities. This reality is a clear reflection of the superficial approach to real solutions in a valley consumed with appearances, the pretension and excess of the economic aristocracy prioritizing tired attempts to impress each other with lives of profligacy and waste in a world of pain and suffering. Endless proclamations of progressive positions by local officials on various issues when it is only ever about money, like everywhere else.

When 2021 arrived, for five very hot weekends in June and July last summer, I distributed the two attached letters I had printed to folks in Woodside and Bellevue, and was greeted with overwhelming enthusiasm by working folks, both white and Hispanic. One individual expressed great admiration for my efforts, but as a Manager with SVCO insisted relocation would never happen because rich people, the real estate industry, and the corporate church resort and hoteliers own the agenda, democracy reduced to a nostalgic concept long ago abandoned. Corruption now normalized by the influence of the all the money contaminating our political process.

Anyway Kris, I have tried to offer a perspective that involves critical thinking and an alternative POV to that of the selfish, greedy agenda of the oligarchs and economic aristocracy government primarily serves. Associated extraction and accumulation of wealth, like a strip-mine, destroying both our democracy and our planet, and now this valley.

The greatest wealth and income inequality in human history a consequence of half a century of the conservative corruption of the political economy using blueprints from a Twelfth Century, feudal economic paradigm engineered exclusively for the upward redistribution of wealth. This institutionalized corruption has created massive personal wealth for an exclusive minority who decides whether or not to move the airport and do not give a rat's rear-end about anyone but themselves, their tired and lame philanthropy just advertising costs intended to suggest otherwise.

William F. Hughes
Hailey

The following was also in DRAFTS, written September 24, 2021.

The "housing beast, elephant" metaphors in the IME for gentrification is just continued whining by a local establishment completely absent of any imagination or vision.

"In 2006, a Site Selection and Feasibility Study concluded that the current airport site was

no longer a viable option for future airport operations." Fifteen years later that professional conclusion provided by paid consultants becomes even more relevant with each passing day.

Moving the airport a short distance south would have zero impact on local tourism, something even some of those strongly opposed have reluctantly conceded given issues with diversions and the continual deceit required about prohibited expansion which would prove inadequate for future air service anyway, recent, incremental modifications, investments in futility. With federal legislation pending producing funding for hard infrastructure, the FMAA Board should have initiated this process and communication with the FAA months ago.

"Since the EIS was suspended, the FMAA has not requested FAA assistance with a new site selection study." and..."The FAA will continue to support FMAA, including any future request for assistance in relocating the airport." - Winsome A. Lenfert, Acting Associate Administrator of Airports.

So all the FMAA Board has to do is request assistance from the FAA to reengage the relocation process, but that would require real work and a proactive approach rather than perpetual procrastination and constant whining about the housing problem, for which North Magic Valley Regional Airport is the quite obvious solution. This challenge would invigorate a moribund community with the average age of Methuselah.

New policies governing management of Sage Grouse populations have removed the EIS and NEPA obstacles, for better or for worse. With environmental considerations no longer prohibitive and very limited historical use of these lands by the Shoshone-Bannock Tribes, circumstances for a green light from the BLM are quite favorable for site selection just south of Timmerman.

The local establishment appears only concerned about housing working citizens as units of labor, completely ignoring the diminishing quality of life resulting from rapidly increasing air traffic impacting those occupying the largest inventory of workforce housing in the valley, Woodside and Bellevue.

The FMAA Board perfectly willing to saturate these folks with toxic Jet-A fuel exhaust fumes and torture them with incessant noise solely for the convenience of the economic aristocracy, the only interests ever served, this forty-year, failed, trickle-down economic paradigm responsible for so many dying elephants in communities across the country.

Those engineering this abject failure are now aggressively attempting to destroy our democracy to perpetuate the delivery of mountains of lightly-taxed, unearned investment wealth to the economic aristocracy, a demographic now insisting on continuing to use the lungs of children in Hailey and Bellevue to sequester carbon rather than the sagebrush steppe south of Timmerman. *"Heaven forbid!"* the *inconvenience* of twenty additional minutes of ground travel. Better some local workers dead of toxic fumes than a few minutes to get to my palace to watch the landscape crew out all the floor to ceiling windows mowing the three acres of saturated lawn. They won't need housing if they are dead!

Moving ALL operations at Friedman to a beautiful new North Magic Valley Regional Airport would be a huge economic driver for our area, incentivizing profitable, free-market construction of affordable, workforce housing inventory in Carey, Fairfield, Magic, Richfield, Shoshone, and Dietrich.

I have heard conflicting narratives about the disposition of Friedman real estate when the airport is moved. Ultimately, ownership of title will determine the menu of possibilities for this property dedicated as an airport ninety years ago.

Family members of workers employed at North Magic Valley Regional Airport would no doubt be seeking employment in the valley. With the Mountain Rides Bus Barn in Bellevue, electric buses, and unlimited parking at the new airport south of Timmerman, a reliable schedule of shuttles could provide Park and Ride transportation for many to and from work in the north valley, just like in the real world, reducing commuter traffic. With the largest wind farm in the country proposed for the expansive high desert east of Dietrich, electric fleets would prove both environmentally friendly and much more economical. A good friend argued light rail would be better.

I have friends to the south on the other side of the political divide, thankfully most of them now vaccinated. They like the paychecks, but many are not really interested in living in a valley glaringly manifesting the elitism they detest. I completely understand that sentiment. These friends prefer the Tractor Supply Co., CMT lives to be led to our south, with any vacation days spent on hunting this time of year.

It is mind-boggling that so obvious a solution to the workforce housing issue as 'North Magic Valley Regional Airport' is reflexively resisted by the local establishment. Affluent residents with their palaces and estates are entirely dependent on others, but don't necessarily want them living nearby, hence exclusive, gentrified, resort enclaves where they can feel safe. Folks, this is certainly nothing new. I guess we have finally arrived! Not everyone pleased with the destination!

The establishment refuses to accept the truth that future labor demands will so far exceed available, workforce housing produced, that the time when workers could afford to live among those they are working for has passed, as in so many other resort areas. Local "band-aids" should continue to be applied, particularly small, workforce rental units in dense projects in the North Valley (now happening) providing housing for young people without families working primarily in the hospitality and food services industries. Our geriatric population desperately needs their energy and flavor.

Many employed in the occupations listed in the editorial I am responding to want to own the dirt under their home with a yard in which their children can play. An integral part of the rapidly growing regional economy, nearby communities are better situated to provide that option.

The local establishment wallowing in manure and whining incessantly about workforce housing accomplishes nothing. With imagination and vision, a little forward thinking, energy and focus, and financial and advisory assistance from the feds, we could apply that

manure to grow 'North Magic Valley Regional Airport,' which would also be a boon for tourism with increased air service frequency from competitive airlines not demanding subsidies. Any opposition arguments, total BS.

Unfortunately, for those of *entitlement* and *privilege* who can easily afford the escalating costs of labor for which they have created substantially increased demand, twenty minutes of added ground travel, way less travel time than to and from most airports, is apparently too much of a sacrifice, OMG the world would end!

I cannot think of a more entertaining short drive for visitors than through the desert over Timmerman Hill down into a valley with the pastoral vistas of the Triangle, then up to the mountains and alpine habitat, the highway four lanes. This part of my journey in *returning home*, always lifts my heart.

Substantially increased air traffic volume creating constant disturbance and poisoning thousands of working citizens in Hailey and Bellevue, now with an International Airport in their backyards, obviously not much of a concern to local officials.

The legacy in this valley of current FMAA Board members and elected officials will not be the Olympic Gold Medal, or the beautiful ice skating facility, but instead their failure to relocate the airport at the ideal time when the narrow window of opportunity was open to do so.

Solving the airport problem also provides the housing solution.

William F. Hughes
Hailey

Friedman Memorial Airport GHG Emissions Inventory



Friedman Memorial Airport GHG Emissions Inventory

March 2022



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Suite 400
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"The preparation of this document may have been supported, in part, with financial assistance from the Federal Aviation Administration through the Airport Improvement Program. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of these documents by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted herein nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public law."



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Executive Summary

In 2021 the Regional Sustainability & Climate Advisory Committee (comprising stakeholders from Blaine County, the City of Ketchum, and the City of Hailey) initiated a regional Sustainability Program to reduce the community's contribution to climate pollution, strengthen resilience against climate-related hazards, transition to clean energy, and enhance livability and quality of life for all residents. As part of this effort, the Hailey City Council pledged to dramatically cut its carbon footprint over the next two decades, starting with participation in a community wide greenhouse gas (GHG) emissions inventory effort.

To align with the community GHG emissions inventory and the City of Hailey's commitment to carbon reduction, the Friedman Memorial Airport Authority (FMAA) and staff at Friedman Memorial Airport (SUN or the Airport) have voluntarily commissioned the preparation of this GHG emissions inventory associated with activity at the Airport. The inventory uses an airport-specific GHG methodology from the National Academy of Sciences (Airport Cooperative Research Program (ACRP) Report 11) to assess airport-related emissions. The year 2020 was identified as a baseline because it is the most current year for which the Airport has complete data. It is important to note that due to the pandemic enplanements in 2020 were nearly half of what they are in normal conditions, however operations remained consistent. Emissions are organized by the party that has ownership or control over the various sources of emissions. In the Airport's case, this is based on three categories:

1. **Airport-owned/controlled**
2. **Airlines, aircraft operators, tenant-owned/controlled**
3. **Public-owned/controlled.**

This inventory reflects two themes for identifying the boundaries associated with greenhouse gas inventories: organization boundaries and operational boundaries. In the case of the Airport, the organization boundaries were limited for this review to the Airport's activities and associated emissions. Operational boundaries reflect the emissions associated with airport activity. Direct and indirect emissions within these boundaries reflect sources that are owned and controlled by the Airport (terminal buildings, mobile sources, and the power required to operate these resources). Other indirect emissions are a consequence of the activities of the Airport but occur by sources owned and controlled by another party. At an airport, these indirect emissions are associated with the airlines, tenants, and general public that use that airport.

Based on these boundaries, approximately 22,100 metric tons of greenhouse gas emissions were emitted in 2020 as a result of the operation of and air travel associated with the Friedman Memorial Airport. The distribution of emissions organized by ownership and control is shown below and are illustrated in **Figure ES-1**.

| <u>Ownership/Control</u> | <u>Percent of Total</u> | <u>Key Sources</u> |
|---------------------------------|--------------------------------|---|
| Airlines/Tenants | 94.2% | Aircraft |
| Public | 2.3% | Rental Car/Passenger Travel |
| Airport | 3.5% | Facility power, airport support/fleet vehicles, on-airport roadway travel |

Friedman Memorial Airport's owned and controlled emissions represent about 768 metric tons of CO₂ in 2020, reflecting about 3.5% of total airport-wide emissions. The largest portion of these greenhouse gas emissions was associated with purchased electricity for stationary or facility usage, reflecting 50% of airport owned or controlled emissions. The next largest airport-owned sources were associated with natural gas from facility stationary sources at 29.7%. Airport ground support equipment/fleet vehicles accounted at 14.4% of airport-controlled emissions. The two smallest sources of airport-controlled emissions are from passenger travel on on-airport roads in rental cars (0.4%) and passenger-owned vehicles (1.3%) (see **Figure ES-2**).

Airline/tenant/aircraft operator-owned and controlled emissions represent 20,813 metric tons of CO₂ in 2020, or 94.2% of total airport-related emissions. Of this category of ownership and control, aircraft represent the single largest source of CO₂ emissions. About 93.17% of the airport-related emissions are from aircraft alone (99% of tenant emissions).

The final category of sources represents public-owned emissions associated with the airport. This category comprises ground vehicle movements associated with air travel at SUN, including all ground travel on off-airport roadways. Public-owned emissions accounted for 519 metric tons of CO₂ in 2020, or 2.3% of total airport-wide emissions.

Regional Context

In 2019 Blaine County published the [2018 Inventory of Community Greenhouse Gas Emissions](#) (Blaine County Inventory) to estimate greenhouse gas emissions resulting from sources and activities. Sources included in the analysis were Residential Energy, Commercial Energy, Industrial Energy, Solid Waste, Process and Fugitive Emissions, and Transportation and Mobile Sources. However, Transportation sources did not include the Friedman Memorial Airport.

To calculate emissions, the Blaine County Inventory used the ICLEI Community Greenhouse Gas Emissions Protocol, which was released in effort to assist local governments in developing effective community GHG emissions inventories. According to the Blaine County Inventory, community emissions totaled 332,004 metric tons, of which 40% (133,982 metric tons) were a result of Transportation sources (excluding the airport). To provide an *approximate*¹ understanding of how Friedman Memorial Airport contributes to county-wide emissions, airport emissions can be considered with community emissions. Airport-related activities - *not including any vehicle miles traveled on roads* – result in approximately 21,344 metric tons of emissions. If these 21,344 metric tons are incorporated into the Blaine County analysis, the airport would be responsible for 6% of community emissions,² while other Transportation sources would be responsible for 38% of community emissions.

Next Steps

The Airport is committed to supporting local and regional efforts to improve climate resilience. As a stakeholder of the Regional Sustainability & Climate Advisory Committee, the Airport will work with local and regional partners to facilitate alignment on climate goals and collaborate on key strategies to improve resilience. Further, the Airport

¹ Note that the base year for the Blaine County Inventory was 2018, while the base year for this SUN Inventory is 2020. Therefore, this calculation is only an approximation.

² Airport-related emissions (excluding vehicle miles traveled on roads) is approximately 21,344 metric tons. Adding these emissions to the total community emissions in Blaine County would result in 353,330 metric tons. Of this total, the airport would be responsible for 6.0% of community emissions.

will use this GHG emissions inventory as a baseline to consider and implement appropriate initiatives to reduce SUN's carbon footprint and increase the overall sustainability of the Airport and community.

Figure ES-1 Sources of Emissions – Airport-Wide Greenhouse Gas Emissions

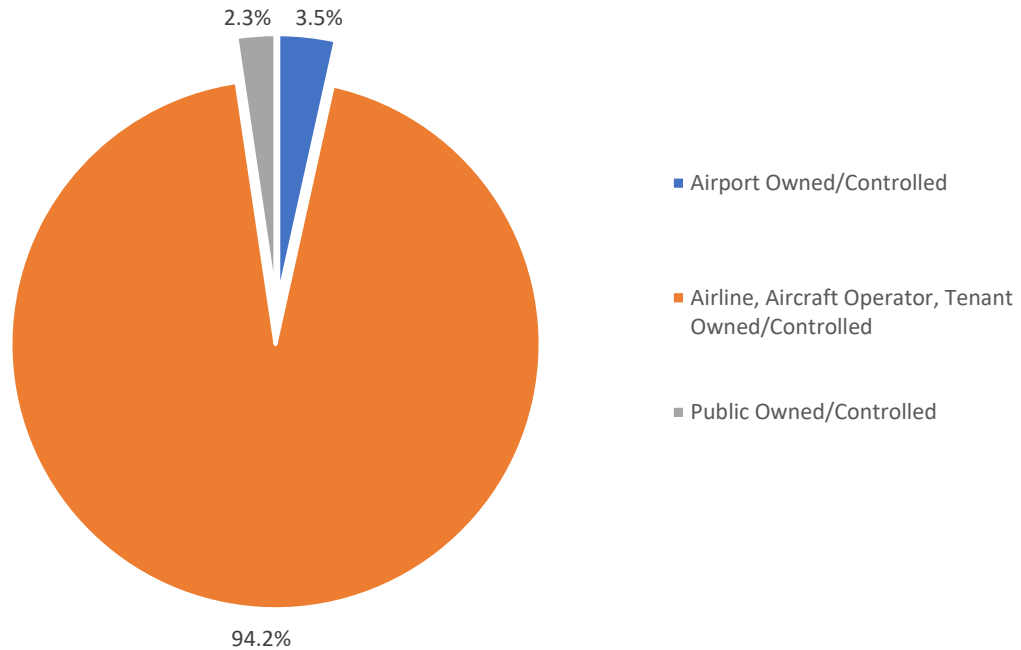
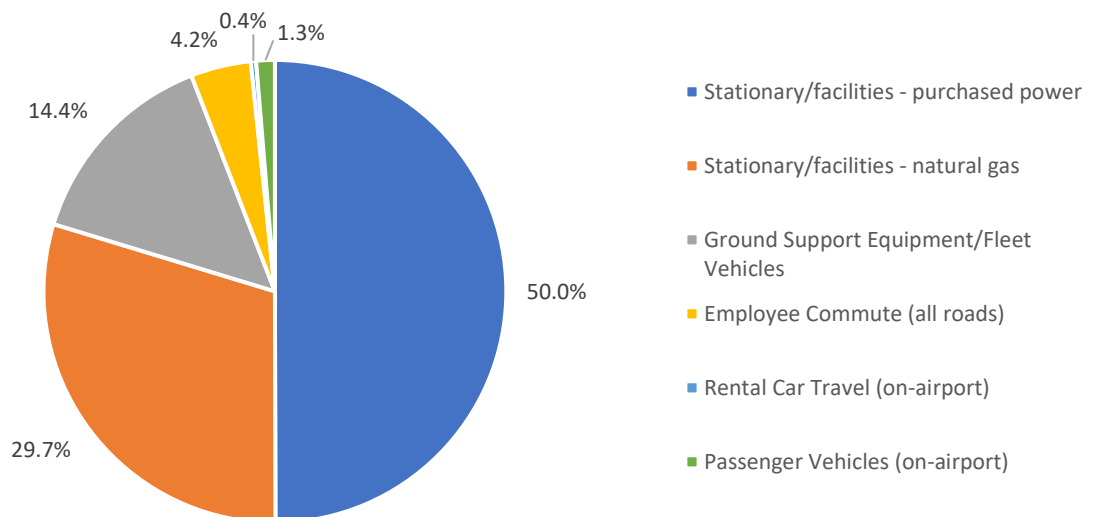


Figure ES-2 Airport Owned/Controlled Greenhouse Gas Emissions



Chapter I

Background

I.1 What are Greenhouse Gases (GHG)?

Greenhouse gases are those gases that trap heat in the earth's atmosphere. Both naturally occurring and anthropogenic (man-made) greenhouse gases include water vapor (H₂O), carbon dioxide (CO₂),³ methane (CH₄), nitrous oxide (N₂O), and ozone (O₃).⁴ Because different greenhouse gases absorb and re-radiate different wavelengths of infrared light, and because they remain in the atmosphere at different levels and lengths of time, each type of greenhouse gas traps a different amount of heat. In an inventory, emissions of greenhouse gases often focus on CO₂, because this gas constitutes most greenhouse gases. If the inventory includes other greenhouse gases, they are reported as "carbon dioxide equivalent" or CO₂-eq.

There are also gases that do not have a direct global warming effect, but indirectly affect land and/or solar radiation absorption by influencing the formation or destruction of other greenhouse gases. These gases include carbon monoxide (CO), oxides of nitrogen (NO_x), and non-methane volatile organic compounds (NMVOCs). Aerosols, which are extremely small particles or liquid droplets, such as those produced by sulfur dioxide (SO₂) or elemental carbon emissions, can also affect the ability of the atmosphere to absorb or shed heat.

Although the direct greenhouse gases CO₂, CH₄, and N₂O occur naturally in the atmosphere, human activities have changed their atmospheric concentrations. Since the pre-industrial era, concentrations of these greenhouse gases have increased substantially (according to Intergovernmental Panel on Climate Change (IPCC) – see Section 1.2 for a summary of policymakers). For example, beginning in the 1950s the use of chlorofluorocarbons (CFCs) and other stratospheric ozone depleting substances (ODSs) increased by nearly 10% per year until the mid-1980s. CFCs deplete the ozone layer when they are broken down by ultraviolet radiation, release chlorine atoms, and then react with ozone molecules. In the 1980s international concern about ozone depletion led to phased reductions in ODSs.⁵ In recent years, use of ODS substitutes such as hydrofluorocarbons (HFCs)⁶ and perfluorocarbons (PFCs)⁷ has grown as they begin to be phased-in as replacements for CFCs and hydrochlorofluorocarbons (HCFCs).

³ All greenhouse gas inventories measure carbon dioxide emissions, but beyond carbon dioxide different inventories include different greenhouse gases (GHGs).

⁴ Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also greenhouse gases, but they are, for the most part, solely a product of industrial activities. For example, chlorofluorocarbons (CFCs) and hydrochlorofluorocarbons (HCFCs) are halocarbons that contain chlorine, while halocarbons that contain bromine are referred to as bromofluorocarbons (i.e., halons) or sulfur (sulfur hexafluoride: SF₆).

⁵ The Montreal Protocol, finalized in 1987, is a global agreement to protect the stratospheric ozone layer by phasing out the production and consumption of ODSs.

⁶ HFCs are used in many applications, such as solvents, domestic and commercial refrigerants, firefighting agents, propellants for pharmaceutical and industrial aerosols, foam-blowing agents, and in blends for air conditioning refrigerants.

⁷ PFCs are emitted as by-products of industrial processes and are also used in manufacturing.

Gases in the atmosphere can contribute to the greenhouse effect both directly and indirectly. Direct effects occur when the gas itself absorbs radiation. Indirect radiative forcing (also known as climate forcing, which is defined as heating caused by GHGs in the atmosphere) occurs when: 1) chemical transformations produce other greenhouse gases; 2) when a gas influences the atmospheric lifetimes of other gases; and/or 3) when a gas affects atmospheric processes that alter the radiative balance of the earth (e.g., affect cloud formation, etc.). The IPCC developed the Global Warming Potential (GWP) concept to compare the ability of each greenhouse gas to trap heat in the atmosphere relative to another gas. As noted in later sections of this report, the greenhouse gas inventory for SUN focuses mostly on CO₂ as 1) it is the greatest greenhouse gas emitted by airport sources; and 2) emission rates of some sources are not available for many of the other greenhouse gases.

I.2 Who Addresses Greenhouse Gases?

Historically, the United States has demonstrated varying approaches and intent with regard to addressing climate change. The US participated in the 1992 United Nations Framework Convention on Climate Change (UNFCCC) and adopted the Paris Agreement (PA) in 2015⁸.

U.S. climate change policy has involved voluntary programs to address climate change, as well as regulatory programs that indirectly limited GHG emission increases from vehicles, appliances and equipment, and buildings. Concentrations of a few greenhouse gases, such as nitrogen oxides (NO_x), ozone (O₃), and carbon monoxide (CO), are regulated by the US Environmental Protection Agency's (US EPA) Clean Air Act. Primary players currently addressing greenhouse gases and climate change are described below.

- While not a group that has established greenhouse gas reduction goals, the **Intergovernmental Panel on Climate Change (IPCC)**, the United Nations body for assessing the science related to climate change, plays a major role in guiding international and national emission quantification and reduction work. Recognizing the problem of potential global climate change, the World Meteorological Organization (WMO) and the United Nations Environment Programme (UNEP) established the IPCC in 1988. It is open to all members of the United Nations and WMO. The role of the IPCC is to understand the risk of human-induced climate change, its potential impacts, and options for adaptation and mitigation. The IPCC does not carry out research or establish regulation. It bases its assessments mainly on peer reviewed and published scientific/technical literature. The IPCC has completed six assessment reports, developed methodology guidelines for national greenhouse gas inventories, special reports, and technical papers.
- The **Kyoto Protocol**, an extension of the **UNFCCC's** international treaty on climate change, assigns mandatory targets for the reduction of greenhouse gas emissions to signatory nations. Countries that ratify the Kyoto Protocol commit to reduce their emissions of carbon dioxide and five other greenhouse gases or engage in emissions trading if they maintain or increase emissions of these gases.
- Governments are separated into two general categories: developed countries that have accepted greenhouse gas emission reduction obligations; and developing countries that have no greenhouse gas emission reduction obligations. A total of 192 countries had ratified the agreement. Developing countries, such as India and China, which have ratified the protocol are not required to reduce carbon emissions under the present agreement despite their relatively large populations.

⁸ President Trump announced U.S. withdrawal from the PA in June 2017, which became effective in November 2020. President Biden again accepted the PA, and the United States became a Party on February 19, 2021.

- Emissions from international aviation were specifically excluded from the targets agreed upon under the Kyoto Protocol. Instead, countries were encouraged to control international aviation-related emissions through the activities of the International Civil Aviation Organization (ICAO). ICAO's Committee on Aviation Environmental Protection continues to consider the potential for using market-based mechanisms. ICAO is currently developing guidance for states who wish to include aviation in an emissions trading scheme (ETS) to meet their Kyoto commitments, and for airlines who wish to participate voluntarily in a trading scheme. Emissions from domestic aviation are included within the Kyoto targets agreed upon by countries.
- Even though the US has not ratified the Kyoto Protocol, various regional, state, and local agencies continue to act to quantify, and control and/or reduce GHG emissions. Currently, there are 192 parties (191 states, and 1 regional economic integration organization) to the Kyoto Protocol.⁹ Policies include carbon pricing, emission limits, energy efficiency mandates and incentives and steps to promote cleaner transportation. Examples include:
 - **Carbon pricing** is one of the most direct policies that states use to address emissions. Essentially, carbon pricing is a market-based mechanism that creates financial incentives to reduce GHG emissions. Twelve states have active carbon-pricing programs, including California and the eleven northeastern U.S. states that comprise the Regional Greenhouse Gas Initiative (RGGI). RGGI is the first mandatory cap-and-trade program in the United States to limit carbon dioxide emissions from the power sector, and has helped RGGI states reduce annual power-sector CO₂ emissions by 50% since its inception.
 - **Energy efficiency policies** allow states to promote energy efficiency projects and practices through mandates or incentives. Many states take both approaches. Such mandatory policies include building codes that require low-energy features or appliance standards. Eighteen (18) states plus the District of Columbia currently have some appliance efficiency standards that exceed federal requirements.¹⁰
 - **Transportation policies** include several techniques that are used to control transportation emissions, one of the largest sources of emissions in the U.S. Rebates and incentives are used to encourage consumers to purchase electric vehicles. A low-carbon fuel standard, aimed at reducing greenhouse gas emissions by requiring a shift to lower-carbon fuel (biofuels, etc.) are currently used in California and Oregon and are being considered in Washington, Colorado, South Dakota, Minnesota, Iowa, and New York. Land use decisions and public transportation investments are also used to reduce vehicle miles travelled and associated emissions.
 - In 2021, the FAA published the US Aviation Climate Action Plan which sets a goal of net-zero GHG emissions from the US aviation sector by 2050. The efforts of the plan include:
 - Increasing sustainable aviation fuel (derived from organic materials and serve as a drop-in fuel for conventional fossil fuels) production.
 - Investment in new aircraft technology development.
 - Researching methods of increasing operational efficiency.
 - Enhancing airport resilience and cutting emissions.

⁹ <https://unfccc.int/process/the-kyoto-protocol/status-of-ratification>

¹⁰ [States | ASAP Appliance Standard Awareness Project \(appliance-standards.org\)](#)

I.3 Sources of Greenhouse Gases at an Airport

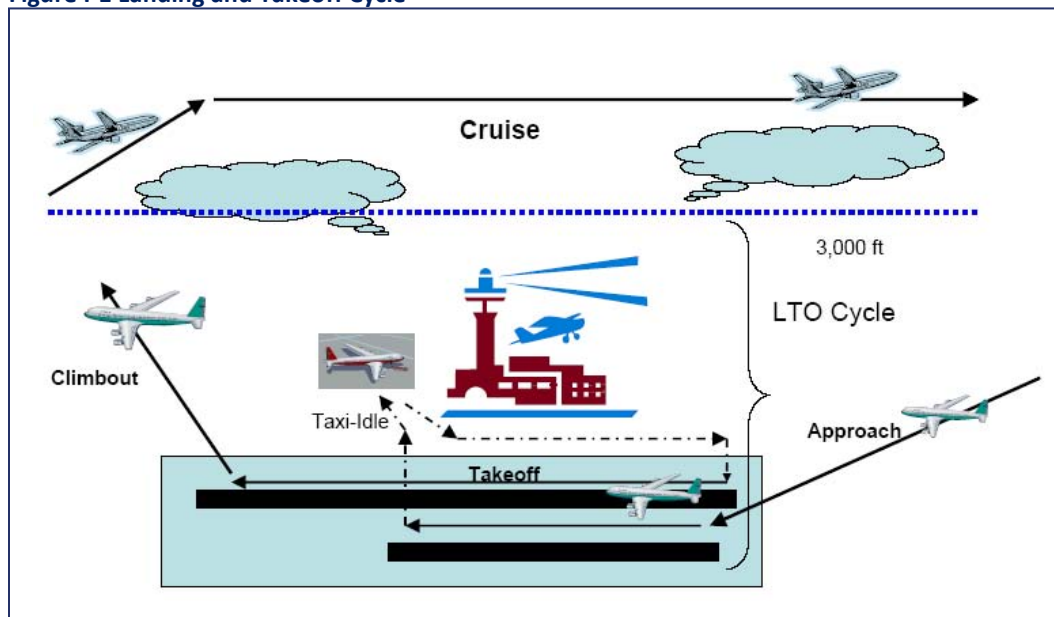
Research has shown that there is a direct link between fuel consumption and greenhouse gas emissions. Therefore, sources that require power/fuel at an airport typically are reflected in a pollutant emissions inventory and are the principal focus of a greenhouse gas inventory. Airport sources of greenhouse gas emissions include:

1. **Aircraft including auxiliary power units (APU):** The category of aircraft includes jet and propeller driven aircraft, as well as APUs. An APU generates electricity and compressed air to operate the aircraft's instruments, lights, ventilation, and other equipment and to start the aircraft main engines. If ground-based power or air is not available, the APU may be operated for extended periods when the aircraft is on the ground with its engines shut down.

For aircraft emissions, an inventory often presents emissions in two or three ways: Landing and takeoff-cycle (LTO), total fuel dispensed to aircraft at the airport, or a combination of these first two. The LTO cycle, shown in **Figure I-1** below, only captures emissions associated with an aircraft at an individual airport up to an altitude of 3,000 feet. Fuel dispensed, the method used in this emissions inventory, reflects the fuel needed by individual aircraft leaving the airport, necessary to fly to their destination. ACRP Report 11 provides an option for using both in such a way to report cruise-related emissions, by subtracting LTO emissions from fuel dispensed.

2. **Ground support equipment (GSE):** A variety of ground equipment service commercial aircraft while they unload and load passengers and freight at an airport. GSE primarily consists of vehicles that do not leave the airfield, such as aircraft tugs, air start units, loaders, tractors, ground power units, cargo-moving equipment, service vehicles, etc. In general, GSE are off-road vehicles and include vehicles of the airport operator that maintain airport facilities (such as snow removal, firefighting, etc.).

Figure I-1 Landing and Takeoff Cycle



Note: Four LTO Modes – approach, taxi-in/taxi-out, takeoff, and climbout.

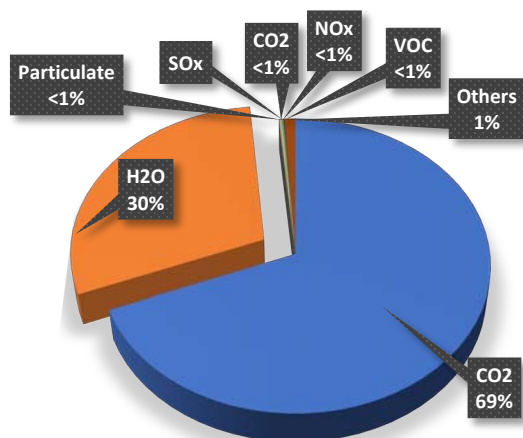
3. **Ground access vehicles (GAV)** encompass all on-road or highway vehicle trips generated by the users of an airport. GAV include all vehicles traveling to and from, as well as within the airport public roadway system (excluding GSE). On-road and highway vehicles include privately-owned vehicles, government-owned vehicles, rental cars, hotel shuttles, buses, taxicabs/Uber/Lyft, private passenger vehicles, and trucks.
4. **Airport infrastructure and stationary sources** include sources such as energy for lighting, cooling, heating, etc. Included in airport infrastructure is purchased electricity, natural gas, propane, and stationary sources such as generators.
5. **Airport and airline maintenance industrial activities.**
6. **Airport construction activities.**

Depending on the airport, other sources of emissions may arise directly and/or indirectly. For example, some airports account for emissions produced by waste by going through the steps to improve waste management and recycling programs.

Because the inventory documented in this report is the first in-depth greenhouse gas inventory for Friedman Memorial Airport related sources, it is scoped to consider only emissions from the first four sources (aircraft/APU, GSE, GAV, and airport infrastructure) as they are expected to be the dominant (key) sources of greenhouse gases. It is possible that in the future, construction and maintenance activities associated with SUN may be itemized.

Aircraft are probably the most often cited air pollutant source, but as is noted in FAA materials, they produce the same types of emissions as cars. According to the 2018 Blaine County GHG Emissions Inventory, approximately 40% of emissions are attributable to transportation sources (not including the airport). Aircraft jet engines, like many other vehicle engines, produce carbon dioxide (CO₂), water vapor (H₂O), nitrogen oxides (NO_x), carbon monoxide (CO), oxides of sulfur (SO_x), unburned or partially combusted hydrocarbons (also known as volatile organic compounds [VOCs]), particulates, and other trace compounds. **Figure I-2** shows the approximate composition of aircraft engine emissions.

Figure I-2 General Engine Emissions Composition



Source: FAA Emissions Primer.

The FAA's Emissions Primer further notes that:

About 10 percent of aircraft emissions of all types, except hydrocarbons (i.e., VOC) and CO, are produced during airport ground level operations and during landing and takeoff. The bulk of aircraft emissions (90 percent) occur at higher altitudes. For hydrocarbons and CO, the split is closer to 30 percent ground level emissions and 70 percent at higher altitudes.

The IPCC estimated that global aircraft emissions account for about 3.5% of the total radiative forcing by all man-made activities. However, the scientific community has identified areas that need further study to enable them to more precisely estimate aviation's effects on the global atmosphere. As for the contributions of US aviation relative to other US industrial sources, data from the USEPA show that commercial aircraft accounted for about 5.1% of US greenhouse gas emissions.¹¹ As the US General Accounting Office (GAO) noted¹² "global aviation emissions of carbon dioxide (measured in million metric tons of carbon) are a small percentage of carbon emissions worldwide; however, they are roughly equivalent to the carbon emissions of certain industrialized countries."

The GAO report noted the importance of aircraft emissions in greenhouse gases for the following reasons:

- Jet aircraft are the primary source of human emissions deposited directly into the upper atmosphere. The IPCC noted that some of these emissions have a greater warming effect than they would have if they were released in equal amounts at the surface.
- CO₂ is relatively well understood and is the main focus of international concern, as it survives in the atmosphere for about 100 years and contributes to warming the earth.

¹¹ USEPA, *DRAFT Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990 – 2020*, available at: <https://www.epa.gov/ghgemissions/draft-inventory-us-greenhouse-gas-emissions-and-sinks-1990-2020>

¹² US General Accounting Office (GAO) *Environment: Aviation's Effects on the Global Atmosphere Are Potentially Significant and Expected to Grow*; GAO/RCED-00-57, February 2000.

- CO₂ emissions combined with other gases and particles emitted by jet aircraft - including water vapor, nitrogen oxide and nitrogen dioxide (collectively termed NO_x), and soot and sulfate — could have two to four times as great an effect on the atmosphere as carbon dioxide alone.
- The IPCC concluded that the increase in aviation emissions attributable to a growing demand for air travel would not be fully offset by reductions in emissions achieved through technological improvements alone. Experts agree that the aviation industry will continue to grow globally and contribute increasingly to human-generated emissions. The experts differ, however, in the rates of growth they project and the effects they anticipate.

Chapter II

Inventory Protocol

This chapter documents the methodologies used to prepare the 2020 greenhouse gas emissions inventory for the Friedman Memorial Airport. This chapter discusses:

- **Friedman Memorial Airport organization and operational boundaries**
- **Methods to quantify airport-related sources**
- **Uncertainties and data cautions**

The principles by which this inventory was prepared reflect general factors considered in most greenhouse gas inventories:

- **Relevance** means that the inventory includes the appropriate facilities and types of emissions sources to meet the entity's goals.
- **Completeness** means that an adequate percentage of the entity's (i.e., Friedman Memorial Airport Authority) total facilities and emissions sources have been included in the inventory.
- **Accuracy** means using accepted quantification methods and emissions factors as well as managing data quality.
- **Transparency** means that the important boundary decisions, data sources, and quantification methods are well documented.
- **Consistency** means that the same facilities, emissions sources, and emissions quantification methods are used from year to year. Therefore, this inventory was prepared in a transparent way to enable emissions presented herein to be re-tabulated as needed. As noted earlier, however, it is anticipated that the approach to considering airport-related emissions will evolve over time.

II.1 Friedman Memorial Airport Organization and Operational Boundaries

While a standard greenhouse gas inventory protocol has not been developed for the airport setting, protocols have evolved from a number of sources that can be used in whole or part including:

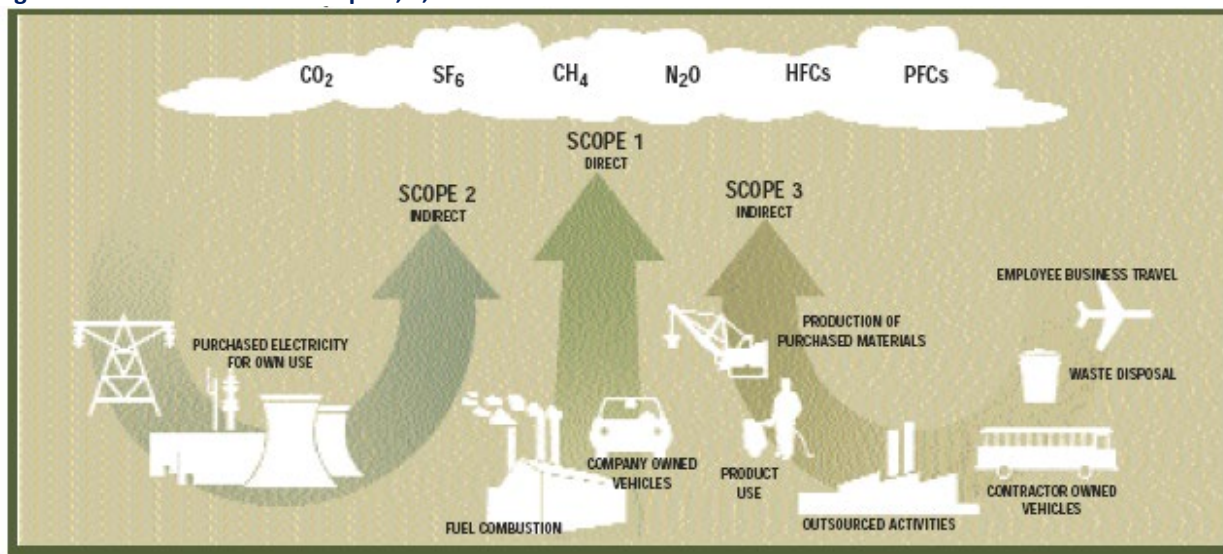
- **Intergovernmental Panel on Climate Change (IPCC)** is focused on inventories for nations, but provides guidance for other parties on various sources, including aviation.
- **US EPA** has prepared guidance for states to prepare inventories, but has also prepared a protocol through the Climate Leaders effort to assist other entities with consistent greenhouse gas inventories.
- **World Resource Institute (WRI)**, an environmental think tank, in collaboration with the World Business Council for Sustainable Development, has developed comprehensive guidance to assist corporations with preparing emission inventories, both representing the corporate entity as well as corporate projects.
- **International Council for Local Environmental Initiatives (ICLEI)** is an international association of local governments and national and regional local government organizations that have made a commitment to sustainable development. ICLEI has implemented a program titled, the Cities for Climate Protection (CCP), to assist cities with adopting policies and programs to reduce local greenhouse gas emissions, improve air quality, and enhance urban livability and sustainability. According to their web site, more than 650 local governments participate in the CCP.

As noted by these protocols, for a greenhouse gas inventory to be of use, it must convey information in a way that allows the data to be useful and must document the conditions associated with the reporting entity. In most cases, the preparation of an inventory enables the identification of notable or key sources of greenhouse gases associated with the reporting entity and the identification of measures to reduce those emissions. To be useful, an inventory uses an appropriate inventory boundary that reflects “the substance and economic reality of the entities activities” and responsibilities, and presents emissions at a source level that enables the capture of changes in emissions over time and with mitigation/offset. For corporate entities, this often relates to the legal form of the business. For governmental parties, this can become less clear, but typically focuses on emissions directly from the governmental activities (sources owned by the entity), as well as those within its control. Thus, the choice of the inventory boundary is typically dependent on the characteristics of the entity, the intended purpose of the information, and the needs of the information users.

EPA and WRI guidance suggest that the following be considered when establishing the boundaries, and is shown in **Figure II-1**:

- **Organizational structure:** The structure, as reflected by control through ownership, legal agreements, joint ventures, etc. In the case of the Friedman Memorial Airport, the organization boundaries were limited for this review to SUN’s activities and associated emissions.
- **Operational boundaries:** Once an entity has determined its organizational boundaries in terms of the operations that it owns or controls, it then sets its operational boundaries. This involves identifying the emissions associated with its operations and categorizing them as direct, indirect, and optional emissions.
 - **Direct/Scope 1** emissions are from sources that are owned or controlled by the party. For example, emissions from combustion in owned or controlled boilers, furnaces, vehicles, etc. The WRI methods refer to direct emissions as Scope 1 emissions. In the case of Friedman Memorial Airport, direct emissions reflect energy consumed by Airport facilities, and fuel powering Airport owned vehicles.
 - **Scope 2** emissions are associated with the purchase of electricity necessary to power airport facilities. All electrical power billed to SUN is reflected in Scope 2 emissions.
 - **Scope 3/Optional** is a reporting category that allows for the identification of all other emissions that are a consequence of the activities of the entity but occur from sources not owned or controlled by the entity.

Figure II-1 WRI Boundaries - Scope 1, 2, and 3



Given the organization boundaries, the operational boundary for the Airport was defined as the land at Friedman Memorial Airport which comprises approximately 272 acres. Because of the visibility of aircraft and their emissions within the physical boundaries of the Airport, as well as other activities by tenants, attempts were made to capture the emissions associated with those activities and note that they are owned and controlled by airlines/tenants and private parties using the Airport. In addition, because of the amount of on-road vehicular travel associated with passengers using the Airport, emissions from these sources were also quantified based on the information available but noted as associated with public (private) activities. The inclusion of these emissions provides further information about Airport-related activities and their associated emissions.

An important element of the inventory protocol is the use of proper boundaries that avoid the double counting of emissions. As noted in the IPCC guidance¹³ "National inventories include greenhouse gas emissions and removals taking place within national territory and offshore areas over which the country has jurisdiction... For example, emissions from fuel used in road transport are included in the emissions of the country where the fuel is sold and not where the vehicle is driven, as fuel sale statistics are widely available and usually much more accurate."

In an airport setting, the issue of ownership is clear, as ownership is related to the party that has title to the asset (i.e., the aircraft is owned or leased by an airline or private entity, most buildings and facilities are owned by the Airport, but may be the subject of a long-term lease by a tenant). However, control can be more difficult to identify, as many parties contribute to the control of various sources. Therefore, the Friedman Memorial Airport inventory identifies sources of emissions and attempts to focus first on ownership and then control.

¹³ 2019 Refinement to the 2006 IPCC Guidelines for Preparing National Greenhouse Gas Inventories, Volume I - General Guidance and Reporting, IPCC

II.2 Methods Used to Quantify Greenhouse Gases at Friedman Memorial Airport

Emissions were quantified from the following sources at Friedman Memorial Airport.

II.2.1 Aircraft Emissions (Tenant or Public Sources)

Aircraft greenhouse gas emissions would be expected to be the largest sources of greenhouse gases at most commercial service airports due to the fuel requirements of air travel. To quantify aircraft-related greenhouse gases, the following steps were used:

- Information concerning the quantity of fuel dispensed at SUN to aircraft (jet fuel and aviation gas) was obtained by airport staff. In 2020, a total of 2,045,175 gallons of Jet-A and 54,437 gallons of Avgas were dispensed (sometimes referred to as fuel sales). Fuel dispensed represents the amount of fuel that airlines acquired at Friedman Memorial Airport for departures to reach their desired destination. It does not reflect the fuel acquired in origin cities that is necessary to enable travel to the City of Hailey (arrival-based fuel). While the arrival-based fuel consumption is not reflected in fuel dispensed, it would be attributed to that flight origination city.

As noted earlier, fuel sales or fuel dispensed data does not account for fuel obtained in other locations that enables the aircraft to fly to the City of Hailey and, in some cases, achieve the desired destination (travel from the City of Hailey to a destination). This is often called “tankering.” With the methodology used herein, fuel dispensed at another airport would result in the emissions then being associated with that other airport.

- ACRP Report 11’s Method 1 for aircraft emissions was used to calculate emissions. This is due to the data available, which did not include fleet mix with operations per aircraft type. This method relies on aircraft fuel sales data and uses emission factors to calculate emissions.
- Fuel dispensed can be translated into CO₂ emissions based on the US Energy Information Administration’s estimate that about 21.5 pounds of CO₂ is generated by burning one gallon of Jet A fuel or 18.32 pounds of CO₂ per gallon of Avgas. Additional greenhouse gases are also emitted while burning fuel. The emission factors for CH₄ and N₂O were also calculated and then converted to the CO₂ equivalent. Thus, aircraft fuel dispensed at Friedman Memorial Airport generated about 20,591 metric tons of CO₂.

| Emission Factors | | | |
|-----------------------------------|------------|-------|-----------------------------|
| CO ₂ Emission Factors | Jet A Fuel | 21.50 | lbs CO ₂ /gallon |
| | Avgas | 18.32 | lbs CO ₂ /gallon |
| CH ₄ Emission Factors | Jet A Fuel | 0 | g CH ₄ /gal |
| | Avgas | 7.06 | g CH ₄ /gal |
| N ₂ O Emission Factors | Jet A Fuel | 0.30 | g N ₂ O/gal |
| | Avgas | 0.11 | g N ₂ O/gal |

Sources: EPA GHG Emission Hub (April 2021)

II.2.2 Airport Fleet Vehicles/Ground Support Equipment (GSE)

This category refers to all airline/tenant-owned and airport-owned vehicles that support aircraft and airport activity or vehicles used to maintain an airport. In general, these vehicles are considered off-road as they do not typically travel off the Airport.

ACRP Report 11 Method 1 for Ground Support Equipment was utilized in calculating emissions by fuel consumption data. This method uses gallons of fuel dispensed to vehicles to determine GSE GHG emissions.

Separate from airline/tenant GSE, the Friedman Memorial Airport operates GSE (sometimes called fleet vehicles) that include firefighting equipment, snow removal, airport administrative ground travel, and airport maintenance vehicles. In 2020, the Airport purchased nearly 1,437 gallons of gasoline and 9,639 gallons of diesel fuel that serviced airport owned vehicles and stationary sources. CO₂ emissions associated with the consumption of these fuels were computed based on standard CO₂ factors provided in the EPA's GHG Emission Factors Hub (i.e., 19.37 lbs. of CO₂ per gallon of gasoline, 22.46 lbs. of CO₂ per gallon of diesel). Liquid fuel data was provided by the airport for both gasoline and diesel fuel use and tenant fuel use was provided by the airlines with the assumption that only diesel fuel was used for airline GSE.

II.2.3 Ground Access Vehicles (GAV)

Ground access vehicles (GAV) generally are all of the street-licensed vehicles that operate to and from the Airport. GAV vehicles at the Airport are primarily associated with passengers, employees, and airport deliveries. Limited data exists for ground access vehicle use associated with Friedman Memorial Airport. Therefore, substantial estimates were made to identify GAV travel and associated emissions.

Calculations for GAV emissions were based on ACRP Report 11's Method 1 for Ground Access Vehicles. This method uses average vehicle miles traveled (VMT), vehicle fuel economy information, and emission factors (based on fuel type) to determine emissions.

In 2020, the Airport accommodated 47,590 enplaned passengers.¹⁴ A total of 24,067 annual aircraft operations occurred. Due to lack of data, estimates were needed to determine the modes of transportation taken by passengers and vehicle miles traveled, among other data. Passenger vehicle travel emissions are separated into on-airport road travel and off-airport road travel. Airport and tenant employee commutes are not divided into on- and off-airport road travel as the commutes would be necessitated by airport and tenant-controlled situations (e.g. holiday meaning employees do not need to commute to work).

The following assumptions were made to arrive at an estimate of GAV travel and the emissions from GAV sources:

- On-airport road travel distance is estimated to be 0.7 mile. This is the distance from the airport terminal to the intersection of Airport Way and 801 State Hwy 75. Off-airport travel distance was approximated using the distance from provided zip code data to the terminal minus the 0.7 mile.

¹⁴ Due to the pandemic, enplanements were roughly half of what SUN experiences in a normal year. In subsequent updates of the SUN GHG Emissions Inventory it is likely that changes will occur with regard to public-controlled emissions (i.e, passenger commute and rental cars) due to 2020 being an anomalous year. However, because public controlled emissions account for only 0.8% of airport total emissions in 2020, a significant increase is not anticipated.

- Travel party size was estimated based on information from peer airports at similar ski resort markets and familiarity with the area. A party size of 2 passengers per vehicle was assumed for calculation.
- Information was collected from three rental car company tenants at the Airport with a total of 70,084 rental days across the three companies. The rental companies also included vehicle fleet mix data with total vehicles and percentage of car, SUV, and pickup truck. The average rental contract duration was estimated as 6 days, based on information from rental car companies at peer ski resort airports.
- Travel distance is set as an average of 85 miles per rental period and is based on information from rental car companies at peer ski resort airports. This distance accounts for the distance to and from the airport to nearby attractions and cities.
- Travel for passengers driving personal vehicles, the vehicle types and distance traveled are based on data for employees working at the airport. Vehicle fleet mix data and zip code data for employees was provided by the airport and tenants, and the travel distance and vehicle ownership characteristics for passengers were assumed to match that of the employees. A weighted average of the employee commute resulted in an average distance of 12.77 miles for airport passenger vehicles. The vehicle fleet mix resulted in 24.5% SUVs, 21.8% trucks, and 53.8% cars (sedan/wagon).
- The average fuel economy of different vehicle types was sourced from the U.S. Environmental Protection Agency (EPA)'s 2021 Automotive Trends Report. The main vehicle types considered in the inventory include sedan/wagon (31.7 MPG), truck SUV (23.8 MPG), and pickup (19.2 MPG).
- Employee commute emissions calculations assumed 52 weeks worked. Number of days worked per week was based on employer provided information.

Airport employees reporting to duty at Friedman Memorial Airport were also separately itemized. The Airport supplied information on the number of employees and the zip codes of their homes. The FMAA employs 17 individuals at SUN, with a work commute of up to 40 miles one way. About 30% of the employees work a 2-day week, and 70% a 5-day week. The part-time 2-day work week accounts for seasonal workers with the workdays per week averaged over a year.

Tenant employee (105 non-FMAA employees) commute information was also based on zip code information. Around 50% of tenant employees work part-time. However, each tenant has their own number of days that account for part-time, ranging from four days a week for Avis/Budget rental car employees to one day a week for the car park. The majority of part-time employees are from SkyWest (85% of the 39 SkyWest employees work two days a week). The weighted average work commute for all employees, based on zip codes, was estimated as 12.77 miles.

II.2.4 Facility/Stationary Source Emissions

Stationary fossil fuel burning equipment primarily includes heating and cooling, power supplies for building (i.e., electrical consumption), and cooking activities. The following data was collected in order to quantify emissions from these sources.

- Electricity is consumed to power lighting in the terminal, parking, support facilities, and airfield. Friedman Memorial Airport records indicate that about 1,182,867 kilowatt hours (kWh) of electricity was purchased from Idaho Power in 2020 by FMAA.
- The US EPA eGrid data for Idaho was used to calculate greenhouse gas emissions from purchased electricity. The eGrid Emission Factors Table 6 includes emission factors from 2020 which indicates 715.2 lbs of CO₂ are emitted per MWh. Emission factors for CH₄ and N₂O emission factors are 0.068 lb/MWh and 0.01 lb/MWh, respectively. Including CO₂ equivalence, power consumption at SUN resulted in 383.7 metric tons of CO₂ emitted.
- Natural gas is provided by Intermountain Gas. A total of 34,425 therms was consumed by SUN in 2020. eGrid data for steam and heat indicates 66.33 kg CO₂/mmBtu 1.250 g CH₄/mmBtu, and 0.125 g N₂O /mmBtu. The factors were used to calculate total emissions from natural gas use at SUN to be 228.6 metric tons of CO₂ emitted.
- Both SUN natural gas and electricity emissions calculations included converting CH₄ and N₂O emissions into CO₂ equivalence using the 100-year GWPs from the IPCC Fourth Assessment Report, as referenced in the ACRP Report 11.

Chapter III

Emissions Inventory

Table III-1 summarizes CO₂ emissions in 2020 at SUN by source. The sources are divided into three categories based on ownership and control of the source. In total, the Friedman Memorial Airport emitted 22,100 metric tons of CO₂ in 2020.¹⁵ Relative to the annual total, 3.5% of emissions are associated with Airport-owned or controlled activities, 94.2% of emissions are associated with airline, tenant, or aircraft operator activities, and 2.3% are associated with public access to and from the Airport.

Table III-1: Summary of 2020 Greenhouse Gas Emissions Associated with Friedman Memorial Airport Activity

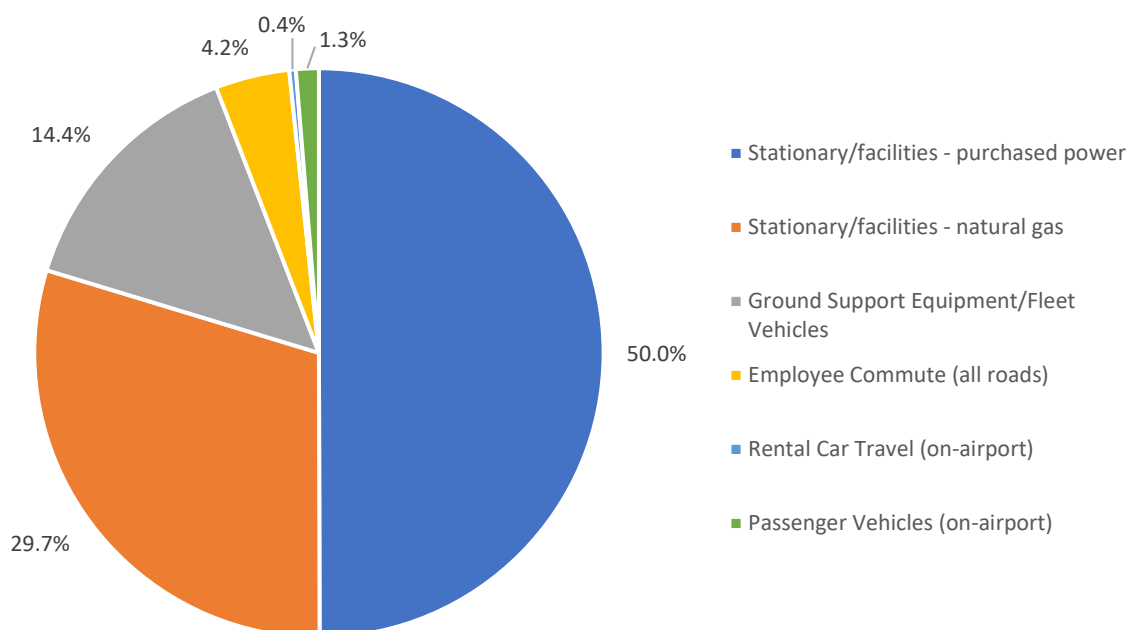
| 2020 | | | |
|--|------------------------------------|-----------------|------------------|
| User/Source Category | CO ₂ (metric tons/year) | Percent of User | Percent of Total |
| Airport Operator Owned/Controlled | | | |
| Stationary/facilities - purchased power | 384 | 50.0% | 1.74% |
| Stationary/facilities - natural gas | 228 | 29.7% | 1.03% |
| Ground Support Equipment/Fleet Vehicles | 111 | 14.4% | 0.50% |
| Ground Access Vehicles | | | |
| Employee Commute (all roads) | 32 | 4.2% | 0.15% |
| Rental Car Travel (on-airport) | 3 | 0.4% | 0.01% |
| Passenger Vehicles (on-airport) | 10 | 1.3% | 0.05% |
| Subtotal | 768 | 100.0% | 3.5% |
| Airline, Aircraft Operator, Tenant Owned/Controlled | | | |
| Aircraft | 20,591 | 99% | 93.17% |
| Ground Support Equipment/Fleet Vehicles | 31 | 0.1% | 0.14% |
| Ground Access Vehicles (Tenant Commute) | 192 | 0.9% | 0.87% |
| Stationary sources/facility power | 0 | 0.0% | 0.00% |
| Subtotal | 20,813 | 100.0% | 94.2% |
| Public-owned/Controlled | | | |
| Rental Car Travel | 343 | 66.0% | 1.55% |
| Passenger Vehicles | 176 | 34.0% | 0.80% |
| Subtotal | 343 | 66.0% | 2.3% |
| Total | 22,100 | | 100.0% |

¹⁵ Note that the total emission measurement includes non-CO₂ greenhouse gases such as CH₄ and N₂O for aircraft and stationary sources. Emissions estimates for these pollutants were converted into CO₂ equivalent amounts via the ACRP 11 CO₂ equivalencies calculation method.

III.1 Airport Owned/Controlled Emissions

768 metric tons of CO₂ were emitted in 2020 from sources owned or controlled by SUN. The largest portion of greenhouse gas emissions that SUN controls is associated with the stationary sources. Specifically, the electricity usage of the stationary sources alone emitted 50% of total Airport associated emissions. Combustion activities, represented as natural gas, at the stationary sources made up 29.7%, followed by ground support equipment emissions (i.e., snow removal) (14.4%), Airport employee work commute (4.2%), and on-airport road travel by passengers in rental cars (0.4%) and passenger-owned vehicles (1.3%).

Figure III-1 Airport Owned or Controlled Sources (2020)



III.2 Airline, Aircraft Operator, and Tenant Owned/Controlled Emissions

This category of emissions generated the most CO₂ emissions at SUN in 2020, with 20,813 metric tons of CO₂, or 94.2% of total emissions. Aircraft related emissions are the largest source of emissions for both this category and the Airport overall, accounting for 99% of emissions (20,591 metric tons of CO₂). This category also includes all non-Airport employee commutes which generates 0.9% of emissions in this category. This is followed by the airlines' ground support equipment at 0.1% of emissions. The airlines' equipment was assumed to be diesel-fueled equipment. No stationary source emissions are included in this category due to data not being available.

III.3 Public Owned/Controlled Emissions

The public owned and controlled emissions in this inventory reflect on-road travel associated with airport activity by passengers in both rental and personal vehicles. This group represents 2.3% of total emissions at SUN in 2020 consisting of passenger travel on off-airport roads. This totaled in 519 metric tons CO₂ of which 66% emitted by rental cars and 34% from passenger-owned vehicles.

Appendix A

Abbreviations, Glossary, and References

Abbreviations

ACRP – Airport Cooperative Research Program of the Transportation Research Board

APU – Auxiliary Power Unit

CCP – Climate Protection Program of ICLEI

CO₂ – Carbon Dioxide

CO₂-eq – Carbon Dioxide equivalent (sometimes CO₂e)

EIA – Energy Information Administration of the Department of Energy

FAA – Federal Aviation Administration

GAV – Ground Access Vehicle

GHG – Greenhouse Gases

GSE – Ground Support Equipment

ICLEI – International Council for Local Environmental Initiatives

IPCC – Intergovernmental Panel on Climate Change

kWh – Kilowatt hour

LTO – Landing and Takeoff Cycle

SUN – Friedman Memorial Airport

WRI – World Resource Institute

US EPA – US Environmental Protection Agency

Glossary

Absorption of Radiation: The uptake of radiation by a solid body, liquid or gas. The absorbed energy may be transferred or re-emitted.

Aerosol: Particulate matter, solid or liquid, larger than a molecule but small enough to remain suspended in the atmosphere. Natural sources include salt particles from sea spray, dust and clay particles as a result of weathering of rocks, both of which are carried upward by the wind. Aerosols can also originate as a result of human activities and are often considered pollutants. Aerosols are important in the atmosphere as nuclei for the condensation of water droplets and ice crystals, as participants in various chemical cycles, and as absorbers and scatters of solar radiation, thereby influencing the radiation budget of the Earth's climate system.

Air Carrier: An operator (e.g., airline) in the commercial system of air transportation consisting of aircraft that hold certificates of Public Convenience and Necessity issued by the Department of Transportation to conduct scheduled or non-scheduled flights within the country or abroad.

Anthropogenic: Human made. In the context of greenhouse gases, anthropogenic emissions are produced as the result of human activities.

Atmosphere: The mixture of gases surrounding the Earth. The Earth's atmosphere consists of about 79.1 percent nitrogen (by volume), 20.9 percent oxygen, 0.036 percent carbon dioxide and trace amounts of other gases. The atmosphere can be divided into a number of layers according to its mixing or chemical characteristics, generally

determined by its thermal properties (temperature). The layer nearest the Earth is the troposphere, which reaches up to an altitude of about 8 kilometers (about 5 miles) in the polar regions and up to 17 kilometers (nearly 11 miles) above the equator. The stratosphere, which reaches to an altitude of about 50 kilometers (31 miles) lies atop the troposphere. The mesosphere, which extends from 80 to 90 kilometers atop the stratosphere, and finally, the thermosphere, or ionosphere, gradually diminishes and forms a fuzzy border with outer space. There is relatively little mixing of gases between layers.

Aviation Gasoline (AvGas): All special grades of gasoline for use in aviation reciprocating engines, as cited in the American Society for Testing and Materials (ASTM) specification D 910. Includes all refinery products within the gasoline range that are to be marketed straight or in blends as aviation gasoline without further processing (any refinery operation except mechanical blending). Also included are finished components in the gasoline range, which will be used for blending or compounding into aviation gasoline.

Biodegradable: Material that can be broken down into simpler substances (elements and compounds) by bacteria or other decomposers. Paper and most organic wastes such as animal manure are biodegradable.

Biofuel: Gas or liquid fuel made from plant material (biomass). Includes wood, wood waste, wood liquors, peat, railroad ties, wood sludge, spent sulfite liquors, agricultural waste, straw, tires, fish oils, tall oil, sludge waste, waste alcohol, municipal solid waste, landfill gases, other waste, and ethanol blended into motor gasoline.

Biomass: Total dry weight of all living organisms that can be supported at each tropic level in a food chain. Also, materials that are biological in origin, including organic material (both living and dead) from above and below ground, for example, trees, crops, grasses, tree litter, roots, and animals and animal waste.

Biomass Energy: Energy produced by combusting biomass materials such as wood. The carbon dioxide emitted from burning biomass will not increase total atmospheric carbon dioxide if this consumption is done on a sustainable basis (i.e., if in a given period of time, re-growth of biomass takes up as much carbon dioxide as is released from biomass combustion). Biomass energy is often suggested as a replacement for fossil fuel combustion.

British Thermal Unit (Btu): The quantity of heat required to raise the temperature of one pound of water one degree of Fahrenheit at or near 39.2 degrees Fahrenheit.

Bunker Fuel: Fuel supplied to ships and aircraft for international transportation, irrespective of the flag of the carrier, consisting primarily of residual and distillate fuel oil for ships and jet fuel for aircraft.

Carbon Dioxide: A colorless, odorless, non-poisonous gas that is a normal part of the ambient air. Carbon dioxide is a product of fossil fuel combustion. Although carbon dioxide does not directly impair human health, it is a greenhouse gas that traps terrestrial (i.e., infrared) radiation and contributes to the potential for global warming.

Carbon Equivalent (CE) or Carbon Dioxide Equivalent: A metric measure used to compare the emissions of the different greenhouse gases based upon their global warming potential (GWP). Greenhouse gas emissions in the United States are most commonly expressed as “million metric tons of carbon equivalents” (MMTCE). Global warming potentials are used to convert greenhouse gases to carbon dioxide equivalents (CO₂-eq).

Carbon Sequestration: The uptake and storage of carbon. Trees and plants, for example, absorb carbon dioxide, release the oxygen and store the carbon. Fossil fuels were at one time biomass and continue to store the carbon until burned.

Carbon Sinks: Carbon reservoirs and conditions that take-in and store more carbon (i.e., carbon sequestration) than they release. Carbon sinks can serve to partially offset greenhouse gas emissions. Forests and oceans are large carbon sinks.

Carbon Tetrachloride (CCl₄): A compound consisting of one carbon atom and four chlorine atoms. It is an ozone depleting substance. Carbon tetrachloride was widely used as a raw material in many industrial applications, including the production of chlorofluorocarbons, and as a solvent. Solvent use was ended in the United States when it was discovered to be carcinogenic.

Chlorofluorocarbons (CFCs): Organic compounds made up of atoms of carbon, chlorine, and fluorine. An example is CFC-12 (CCl₂F₂), used as a refrigerant in refrigerators and air conditioners and as a foam blowing agent. Gaseous CFCs can deplete the ozone layer when they slowly rise into the stratosphere, are broken down by strong ultraviolet radiation, release chlorine atoms, and then react with ozone molecules.

Climate: The average weather, usually taken over a 30 year time period, for a particular region and time period. Climate is not the same as weather, but rather, it is the average pattern of weather for a particular region. Weather describes the short-term state of the atmosphere. Climatic elements include precipitation, temperature, humidity, sunshine, wind velocity, phenomena such as fog, frost, and hailstorms, and other measures of the weather.

Climate Change: The term “climate change” is sometimes used to refer to all forms of climatic inconsistency, but because the Earth’s climate is never static, the term is more properly used to imply a significant change from one climatic condition to another. In some cases, “climate change” has been used synonymously with the term, “global warming”; scientists however, tend to use the term in the wider sense to also include natural changes in climate.

Climate Feedback: An atmospheric, oceanic, terrestrial, or other process that is activated by direct climate change induced by changes in radiative forcing. Climate feedbacks may increase (positive feedback) or diminish (negative feedback) the magnitude of the direct climate change.

Climate System (or Earth System): The atmosphere, the oceans, the biosphere, the cryosphere, and the geosphere, together make up the climate system.

Combustion: Chemical oxidation accompanied by the generation of light and heat.

Concentration: Amount of a chemical in a particular volume or weight of air, water, soil, or other medium.

Criteria Pollutant: A pollutant determined to be hazardous to human health and regulated under EPA’s National Ambient Air Quality Standards. The 1970 amendments to the Clean Air Act require EPA to describe the health and welfare impacts of a pollutant as the “criteria” for inclusion in the regulatory regime. In this report, emissions of the criteria pollutants are carbon monoxide (CO), nitrogen oxides (NO_x), volatile organic compounds (VOCs), and sulfur oxides (SO_x).

Distillate Fuel Oil: A general classification for the petroleum fractions produced in conventional distillation operations. Included are products known as No. 1, No. 2, and No. 4 fuel oils and No. 1, No. 2, and No. 4 diesel fuels. Used primarily for space heating, on and off-highway diesel engine fuel (including railroad engine fuel and fuel for agricultural machinery), and electric power generation.

Emission Factor: The rate at which pollutants are emitted into the atmosphere by one source or a combination of sources.

Emission Inventory: A list of air pollutants emitted into a community's, state's, nation's, or the Earth's atmosphere in amounts per some unit time (e.g. day or year) by type of source. An emission inventory has both political and scientific applications.

Emissions: Releases of gases to the atmosphere (e.g., the release of carbon dioxide during fuel combustion). Emissions can be either intended or unintended releases.

Energy Quality: Ability of a form of energy to do useful work. High-temperature heat and the chemical energy in fossil fuels and nuclear fuels are concentrated high quality energy. Low quality energy such as low-temperature heat is dispersed or diluted and cannot do much useful work.\

Energy: The capacity for doing work as measured by the capability of doing work (potential energy) or the conversion of this capability to motion (kinetic energy). Energy has several forms, some of which are easily convertible and can be changed to another form useful for work. Most of the world's convertible energy comes from fossil fuels that are burned to produce heat that is then used as a transfer medium to mechanical or other means in order to accomplish tasks. In the United States, electrical energy is often measured in kilowatt-hours (kWh), while heat energy is often measured in British thermal units (Btu).

Energy-Efficiency: The ratio of the useful output of services from an article of industrial equipment to the energy use by such an article; for example, vehicle miles traveled per gallon of fuel (mpg).

Enhanced Greenhouse Effect: The concept that the natural greenhouse effect has been enhanced by anthropogenic emissions of greenhouse gases. Increased concentrations of carbon dioxide, methane, and nitrous oxide, CFCs, HFCs, PFCs, SF₆, NF₃, and other photochemically important gases caused by human activities such as fossil fuel consumption, trap more infra-red radiation, thereby exerting a warming influence on the climate.

Enplanements: The number of passengers on departing aircraft.

Ethanol (C₂H₅OH): Otherwise known as ethyl alcohol, alcohol, or grain spirit. A clear, colorless, flammable oxygenated hydrocarbon with a boiling point of 78.5 degrees Celsius in the anhydrous state. In transportation, ethanol is used as a vehicle fuel by itself (E100), blended with gasoline (E85), or as a gasoline octane enhancer and oxygenate (10 percent concentration).

FAA ASDi (Aircraft Situation Display to Industry): This represents data collected by the FAA that tracks the minute-by-minute progress of their aircraft in real-time. The ASDi information includes the location, altitude, airspeed, destination, estimated time of arrival and tail number or designated identifier of air carrier and general aviation aircraft operating on IFR flight plans within U.S. airspace.

Fixed Based Operator (FBO): A private operator that may conduct refueling, aircraft or ground support equipment services for others at the airport.

Fluorocarbons: Carbon-fluorine compounds that often contain other elements such as hydrogen, chlorine, or bromine. Common fluorocarbons include chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs), hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs).

Forest: Terrestrial ecosystem (biome) with enough average annual precipitation (at least 76 centimeters or 30 inches) to support growth of various species of trees and smaller forms of vegetation.

Fossil Fuel: A general term for buried combustible geologic deposits of organic materials, formed from decayed plants and animals that have been converted to crude oil, coal, natural gas, or heavy oils by exposure to heat and pressure in the Earth's crust over hundreds of millions of years.

Fossil Fuel Combustion: Burning of coal, oil (including gasoline), or natural gas. The burning needed to generate energy release carbon dioxide by-products that can include unburned hydrocarbons, methane, and carbon monoxide. Carbon monoxide, methane, and many of the unburned hydrocarbons slowly oxidize into carbon dioxide in the atmosphere. Common sources of fossil fuel combustion include cars and electric utilities.

General Aviation: That portion of civil aviation, which encompasses all facets of aviation except air carriers. It includes any air taxis, commuter air carriers, and air travel clubs, which do not hold Certificates of Public Convenience and Necessity.

Geothermal Energy: Heat transferred from the Earth's molten core to underground deposits of dry steam (steam with no water droplets), wet steam (a mixture of steam and water droplets), hot water, or rocks lying fairly close to the Earth's surface.

Global Warming Potential (GWP): The index used to translate the level of emissions of various gases into a common measure in order to compare the relative radiative forcing of different gases without directly calculating the changes in atmospheric concentrations. GWPs are calculated as the ratio of the radiative forcing that would result from the emissions of one kilogram of a greenhouse gas to that from the emission of one kilogram of carbon dioxide over a period of time (usually 100 years). Gases involved in complex atmospheric chemical processes have not been assigned GWPs.

Global Warming: The progressive gradual rise of the Earth's surface temperature thought to be caused by the greenhouse effect and responsible for changes in global climate patterns.

Greenhouse Effect: Trapping and build-up of heat in the atmosphere (troposphere) near the Earth's surface. Some of the heat flowing back toward space from the Earth's surface is absorbed by water vapor, carbon dioxide, ozone, and several other gases in the atmosphere and then reradiated back toward the Earth's surface. If the atmospheric concentrations of these greenhouse gases rise, the average temperature of the lower atmosphere will gradually increase.

Greenhouse Gas (GHG): Any gas that absorbs infrared radiation in the atmosphere. Greenhouse gases include, but are not limited to, water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrochlorofluorocarbons (HCFCs), ozone (O₃), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆).

Heat: Form of kinetic energy that flows from one body to another when there is a temperature difference between the two bodies. Heat always flows spontaneously from a hot sample of matter to a colder sample of matter. This is one way to state the second law of thermodynamics.

Hydrocarbons: Substances containing only hydrogen and carbon. Fossil fuels are made up of hydrocarbons.

Hydrochlorofluorocarbons (HCFCs): Compounds containing hydrogen, fluorine, chlorine, and carbon atoms. Although ozone depleting substances, they are less potent at destroying stratospheric ozone than chlorofluorocarbons (CFCs). They have been introduced as temporary replacements for CFCs and are also greenhouse gases.

Hydrofluorocarbons (HFCs): Compounds containing only hydrogen, fluorine, and carbon atoms. They were introduced as alternatives to ozone depleting substances in serving many industrial, commercial, and personal needs. HFCs are emitted as by-products of industrial processes and are also used in manufacturing. They do not significantly deplete the stratospheric ozone layer, but they are powerful greenhouse gases with global warming potentials ranging from 140 (HFC-152a) to 11,700 (HFC-23).

Hydropower: Electrical energy produced by falling or flowing water.

Infrared Radiation: The heat energy that is emitted from all solids, liquids, and gases. In the context of the greenhouse issue, the term refers to the heat energy emitted by the Earth's surface and its atmosphere. Greenhouse gases strongly absorb this radiation in the Earth's atmosphere, and re-radiate some of it back towards the surface, creating the greenhouse effect.

Inorganic Compound: Combination of two or more elements other than those used to form organic compounds.

Intergovernmental Panel On Climate Change (IPCC): The IPCC was established jointly by the United Nations Environment Programme and the World Meteorological Organization in 1988. The purpose of the IPCC is to assess information in the scientific and technical literature related to all significant components of the issue of climate change. The IPCC draws upon hundreds of the world's expert scientists as authors and thousands as expert reviewers. Leading experts on climate change and environmental, social, and economic sciences from some 60 nations have helped the IPCC to prepare periodic assessments of the scientific underpinnings for understanding global climate change and its consequences. With its capacity for reporting on climate change, its consequences, and the viability of adaptation and mitigation measures, the IPCC is also looked to as the official advisory body to the world's governments on the state of the science of the climate change issue. For example, the IPCC organized the development of internationally accepted methods for conducting national greenhouse gas emission inventories.

International Council for Local Environmental Initiatives (ICLEI): <http://www.iclei.org/> is an international association of local governments and national and regional local government organizations that have made a commitment to sustainable development. More than 630 cities, towns, counties, and their associations worldwide comprise ICLEI's growing membership. ICLEI works with these and hundreds of other local governments through international performance-based, results-oriented campaigns and programs. The ICLEI Cities for Climate Protection (CCP) Campaign assists cities to adopt policies and implement quantifiable measures to reduce local greenhouse gas emissions, improve air quality, and enhance urban livability and sustainability. More than 800 local governments participate in the CCP, integrating climate change mitigation into their decision-making processes. <http://www.iclei.org/index.php?id=800>

Jet Fuel: Includes both naphtha-type and kerosene-type fuels meeting standards for use in aircraft turbine engines. Although most jet fuel is used in aircraft, some is used for other purposes such as generating electricity.

Kerosene: A petroleum distillate that has a maximum distillation temperature of 401 degrees Fahrenheit at the 10 percent recovery point, a final boiling point of 572 degrees Fahrenheit, and a minimum flash point of 100 degrees Fahrenheit. Used in space heaters, cookstoves, and water heaters, and suitable for use as an illuminant when burned in wick lamps.

Kyoto Protocol: An international agreement struck by nations attending the Third Conference of Parties (COP) to the United Nations Framework Convention on Climate Change (held in December of 1997 in Kyoto, Japan) to reduce worldwide emissions of greenhouse gases. If ratified and put into force, individual countries have committed to reduce their greenhouse gas emissions by a specified amount.

Landing and Takeoff Cycle (LTO): LTO refers to an aircraft's landing and takeoff (LTO) cycle. One aircraft LTO is equivalent to two aircraft operations (one landing and one takeoff). The standard LTO cycle begins when the aircraft crosses into the mixing zone as it approaches the airport on its descent from cruising altitude, lands and taxis to the gate. The cycle continues as the aircraft taxis back out to the runway for takeoff and climbout as it heads out of the mixing zone and back up to cruising altitude. The five specific operating modes in a standard LTO are: approach, taxi/idle-in, taxi/idle-out, takeoff, and climbout. Most aircraft go through this sequence during a complete standard operating cycle.

Lifetime (Atmospheric): The lifetime of a greenhouse gas refers to the approximate amount of time it would take for the anthropogenic increment to an atmospheric pollutant concentration to return to its natural level (assuming emissions cease) as a result of either being converted to another chemical compound or being taken out of the atmosphere via a sink. This time depends on the pollutant's sources and sinks as well as its reactivity. The lifetime of a pollutant is often considered in conjunction with the mixing of pollutants in the atmosphere; a long lifetime will allow the pollutant to mix throughout the atmosphere. Average lifetimes can vary from about a week (e.g., sulfate aerosols) to more than a century (e.g., CFCs, carbon dioxide).

Liquefied Natural Gas (LNG): Natural gas converted to liquid form by cooling to a very low temperature.

Liquefied Petroleum Gas (LPG): Ethane, ethylene, propane, propylene, normal butane, butylene, and isobutane produced at refineries or natural gas processing plants, including plants that fractionate new natural gas plant liquids.

Methane (CH₄): A hydrocarbon that is a greenhouse gas with a global warming potential most recently estimated at 21. Methane is produced through anaerobic (without oxygen) decomposition of waste in landfills, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, and incomplete fossil fuel combustion. The atmospheric concentration of methane has been shown to be increasing at a rate of about 0.6 percent per year and the concentration of about 1.7 per million by volume (ppmv) is more than twice its pre-industrial value. However, the rate of increase of methane in the atmosphere may be stabilizing.

Metric Ton: Common international measurement for the quantity of greenhouse gas emissions. A metric ton is equal to 1,000 kilograms, 2,204.6 pounds, or 1.1023 short tons.

Mobile Source: A moving vehicle that emits pollutants. Such sources include airplanes, cars, trucks and ground support equipment.

Montreal Protocol on Substances that Deplete the Ozone Layer: The Montreal Protocol and its amendments control the phase-out of ozone depleting substances production and use. Under the Protocol, several international organizations report on the science of ozone depletion, implement projects to help move away from ozone depleting substances, and provide a forum for policy discussions. In the United States, the Protocol is implemented under the rubric of the Clean Air Act Amendments of 1990.

Motor Gasoline: A complex mixture of relatively volatile hydrocarbons, with or without small quantities of additives, obtained by blending appropriate refinery streams to form a fuel suitable for use in spark-ignition engines. Motor gasoline includes both leaded and unleaded grades of finished gasoline, blending components, and gasohol.

Natural Gas: Underground deposits of gases consisting of 50 to 90 percent methane (CH₄) and small amounts of heavier gaseous hydrocarbon compounds such as propane (C₃H₈) and butane (C₄H₁₀).

Nitrogen Oxides (NO_x): Gases consisting of one molecule of nitrogen and varying numbers of oxygen molecules. Nitrogen oxides are produced, for example, by the combustion of fossil fuels in vehicles and electric power plants. In the atmosphere, nitrogen oxides can contribute to formation of photochemical ozone (smog), impair visibility, and have health consequences; they are considered pollutants.

Nitrous Oxide (N₂O): A powerful greenhouse gas with a global warming potential most recently evaluated at 310. Major sources of nitrous oxide include soil cultivation practices, especially the use of commercial and organic fertilizers, fossil fuel combustion, nitric acid production, and biomass burning.

Non-Methane Volatile Organic Compounds (NMVOCs): Organic compounds, other than methane, that participate in atmospheric photochemical reactions.

Organic Compound: Molecule that contains atoms of the element carbon, usually combined with itself and with atoms of one or more other element such as hydrogen, oxygen, nitrogen, sulfur, phosphorus, chlorine, or fluorine.

Oxidize: To chemically transform a substance by combining it with oxygen.

Ozone: A colorless gas with a pungent odor, having the molecular form of O₃, found in two layers of the atmosphere, the stratosphere and the troposphere. Ozone is a form of oxygen found naturally in the stratosphere that provides a protective layer shielding the Earth from ultraviolet radiation's harmful health effects on humans and the environment. In the troposphere, ozone is a chemical oxidant and major component of photochemical smog. Ozone can seriously affect the human respiratory system.

Ozone Depleting Substance (ODS): A family of man-made compounds that includes, but is not limited to, chlorofluorocarbons (CFCs), bromofluorocarbons (halons), methyl chloroform, carbon tetrachloride, methyl bromide, and hydrochlorofluorocarbons (HCFCs). These compounds have been shown to deplete stratospheric ozone, and therefore are typically referred to as ODSs.

Ozone Layer: Layer of gaseous ozone (O₃) in the stratosphere that protects life on Earth by filtering out harmful ultraviolet radiation from the sun.

Particulate Matter (PM): Solid particles or liquid droplets suspended or carried in the air.

Parts Per Million (ppm): Number of parts of a chemical found in one million parts of a particular gas, liquid, or solid.

Perfluorocarbons (PFCs): A group of human-made chemicals composed of carbon and fluorine only. These chemicals (predominantly CF₄ and C₂F₆) were introduced as alternatives, along with hydrofluorocarbons, to the ozone-depleting substances. In addition, PFCs are emitted as by-products of industrial processes and are also used in manufacturing. PFCs do not harm the stratospheric ozone layer, but they are powerful greenhouse gases: CF₄ has a global warming potential (GWP) of 6,500 and C₂F₆ has a GWP of 9,200.

Pollution: A change in the physical, chemical, or biological characteristics of the air, water, or soil that can affect the health, survival, or activities of humans in an unwanted way. Some expand the term to include harmful effects on all forms of life.

Radiation: Energy emitted in the form of electromagnetic waves. Radiation has differing characteristics depending upon the wavelength. Because the radiation from the Sun is relatively energetic, it has a short wavelength (e.g., ultraviolet, visible, and near infrared) while energy re-radiated from the Earth's surface and the atmosphere has a longer wavelength (e.g., infrared radiation) because the Earth is cooler than the Sun.

Radiative Forcing: A change in the balance between incoming solar radiation and outgoing infrared (i.e., thermal) radiation. Without any radiative forcing, solar radiation coming to the Earth would continue to be approximately equal to the infrared radiation emitted from the Earth. The addition of greenhouse gases to the atmosphere traps an increased fraction of the infrared radiation, reradiating it back toward the surface of the Earth and thereby creates a warming influence.

Recycling: Collecting and reprocessing a resource so it can be used again. An example is collecting aluminum cans, melting them down, and using the aluminum to make new cans or other aluminum products.

Renewable Energy: Energy obtained from sources that are essentially inexhaustible, unlike, for example, fossil fuels, of which there is a finite supply. Renewable sources of energy include wood, waste, geothermal, wind, photovoltaic, and solar thermal energy.

Sector: Division, most commonly used to denote type of energy consumer (e.g., residential) or according to the Intergovernmental Panel on Climate Change, the type of greenhouse gas emitter (e.g., industrial process).

Short Ton: Common measurement for a ton in the United States. A short ton is equal to 2,000 lbs. or 0.907 metric tons.

Sink: A reservoir that uptakes a pollutant from another part of its cycle. Soil and trees tend to act as natural sinks for carbon.

Solar Radiation: Energy from the Sun. Also referred to as short-wave radiation. Of importance to the climate system, solar radiation includes ultra-violet radiation, visible radiation, and infrared radiation.

Source: Any process or activity that releases a greenhouse gas, an aerosol, or a precursor of a greenhouse gas into the atmosphere.

Stratosphere: Second layer of the atmosphere, extending from about 19 to 48 kilometers (12 to 30 miles) above the Earth's surface. It contains small amounts of gaseous ozone (O₃), which filters out about 99 percent of the incoming harmful ultraviolet (UV) radiation. Most commercial airline flights operate at a cruising altitude in the lower stratosphere.

Stratospheric Ozone: See **Ozone Layer**.

Sulfur Dioxide (SO₂): A compound composed of one sulfur and two oxygen molecules. Sulfur dioxide emitted into the atmosphere through natural and anthropogenic processes is changed in a complex series of chemical reactions in the atmosphere to sulfate aerosols. These aerosols are believed to result in negative radiative forcing (i.e., tending to cool the Earth's surface) and do result in acid deposition (e.g., acid rain).

Sulfur Hexafluoride (SF₆): A colorless gas soluble in alcohol and ether, slightly soluble in water. A very powerful greenhouse gas used primarily in electrical transmission and distribution systems and as a dielectric in electronics. The global warming potential of SF₆ is 23,900.

Temperature: Measure of the average speed of motion of the atoms or molecules in a substance or combination of substances at a given moment.

Terrestrial: Pertaining to land.

Terrestrial Radiation: The total infrared radiation emitted by the Earth and its atmosphere in the temperature range of approximately 200 to 300 Kelvin. Terrestrial radiation provides a major part of the potential energy changes necessary to drive the atmospheric wind system and is responsible for maintaining the surface air temperature within limits of livability.

Troposphere: The lowest layer of the atmosphere and contains about 95 percent of the mass of air in the Earth's atmosphere. The troposphere extends from the Earth's surface up to about 10 to 15 kilometers. All weather processes take place in the troposphere. Ozone that is formed in the troposphere plays a significant role in both the greenhouse gas effect and urban smog.

Ultraviolet Radiation (UV): A portion of the electromagnetic spectrum with wavelengths shorter than visible light. The sun produces UV, which is commonly split into three bands of decreasing wavelength. Shorter wavelength radiation has a greater potential to cause biological damage on living organisms. The longer wavelength ultraviolet band, UVA, is not absorbed by ozone in the atmosphere. UVB is mostly absorbed by ozone, although some reaches the Earth. The shortest wavelength band, UVC, is completely absorbed by ozone and normal oxygen in the atmosphere.

United Nations Framework Convention on Climate Change (UNFCCC): The international treaty unveiled at the United Nations Conference on Environment and Development (UNCED) in June, 1992. The UNFCCC commits signatory countries to stabilize anthropogenic (i.e., human-induced) greenhouse gas emissions to “levels that would prevent dangerous anthropogenic interference with the climate system”. The UNFCCC also requires that all signatory parties develop and update national inventories of anthropogenic emissions of all greenhouse gases not otherwise controlled by the Montreal Protocol. <http://www.ipcc.ch/>

Vehicle Miles Traveled (VMT): One vehicle traveling the distance of one mile. Thus, total vehicle miles is the total mileage traveled by all vehicles.

Volatile Organic Compounds (VOCs): Organic compounds that evaporate readily into the atmosphere at normal temperatures. VOCs contribute significantly to photochemical smog production and certain health problems.

Water Vapor: The most abundant greenhouse gas; it is the water present in the atmosphere in gaseous form. Water vapor is an important part of the natural greenhouse effect. While humans are not significantly increasing its concentration, it contributes to the enhanced greenhouse effect because the warming influence of greenhouse gases leads to a positive water vapor feedback. In addition to its role as a natural greenhouse gas, water vapor plays an important role in regulating the temperature of the planet because clouds form when excess water vapor in the atmosphere condenses to form ice and water droplets and precipitation.

Weather: Weather is the specific condition of the atmosphere at a particular place and time. It is measured in terms of such things as wind, temperature, humidity, atmospheric pressure, cloudiness, and precipitation. In most places, weather can change from hour-to-hour, day-to-day, and season-to-season. Climate is the average of weather over time and space. A simple way of remembering the difference is that climate is what you expect (e.g. cold winters) and ‘weather’ is what you get (e.g. a blizzard).

World Resource Institute (WRI): The World Resources Institute (WRI) is an environmental think tank. WRI, in combination with the World Business Council for Sustainable Development published guidance in 2005 concerning the development of greenhouse gas inventories. www.wri.org

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Appendix B

Friedman Memorial Airport Greenhouse Gas Calculations

Values from ACRP Report 11

| Emission Factors | | | |
|------------------------|------------|----------|----------------|
| CO2 Emission Factors | Jet A Fuel | 21.095 | lbs CO2/gallon |
| | Avgas | 18.355 | lbs CO2/gallon |
| CH4 Emission Factors | Jet A Fuel | 0.27 | g CH4/gal |
| | Avgas | 7.04 | g CH4/gal |
| N2O Emission Factors | Jet A Fuel | 0.21 | g N2O/gal |
| | Avgas | 0.11 | g N2O/gal |
| Conversion Constants | | | |
| Convert to metric tons | pounds | 0.000454 | metric ton/lbs |
| | grams | 0.000001 | metric ton/g |
| Convert to gallons | Jet A Fuel | 6.84 | lbs/gal |
| | Avgas | 6 | lbs/gal |

Aircraft Emissions

| 2020 | Jet A | Avgas | Metric tons CO2 | | CO2 Equivalent |
|-------------------------------|------------------|---------------|-----------------|--------------|-------------------|
| <i>Airport Data (gallons)</i> | <i>2,045,175</i> | <i>54,437</i> | Jet A | AvGas | |
| CO2 Emissions (lbs) | 43,967,891.9 | 997,495.9 | 19,943.84 | 452.46 | 20,396.30 |
| CH4 Emissions (grams) | 0.0 | 384,325.2 | 0 | 0.38432522 | 9.61 |
| N2O Emissions (grams) | 613,552.5 | 5,988.1 | 0.6135525 | 0.00598807 | 184.62 |
| | | | | Total | 20,590.531 |



Values from ACRP Report 11

| | | |
|----------------|-------|--------------------------|
| Motor gasoline | 19.37 | lbs CO ₂ /gal |
| Diesel | 22.46 | lbs CO ₂ /gal |

100-year GWPs from IPCC Fourth Assessment Report

| Pollutant | GWP100 |
|--------------------------------------|--------|
| CO ₂ Equivalent (ACRP 11) | 1 |
| CH ₄ | 25 |
| N ₂ O | 298 |
| SF ₆ | 22,800 |

Airline Ground Support Equipment (gallons of diesel)

| 2020 | SkyWest | Alaska | Total |
|---|----------|----------|--------|
| Airport Data (gallons) | 2,400 | 600 | |
| CO ₂ Emissions (lbs) | 53,901.3 | 13,475.3 | |
| CO ₂ Emissions (metric tons) | 24.450 | 6.112 | 30.562 |

Airport Ground Support Equipment

| 2020 | Gasoline | Diesel | Total |
|---|-------------|-------------|---------|
| Airport Data (gallons) | 1,436.9 | 9,638.7 | |
| CO ₂ Emissions (lbs) | 27829.21845 | 216474.4136 | |
| CO ₂ Emissions (metric tons) | 12.623 | 98.193 | 110.816 |

Conversion Factors for Energy

| Steam and Heat | | |
|----------------------------|-----------|----------------|
| CO ₂ Factor | 66.33 | kg/mmBtu |
| CH ₄ Factor | 1.25 | g/mmBtu |
| N ₂ O Factor | 0.125 | g/mmBtu |
| Values from ACRP Report 11 | | |
| Convert kWh to MWh | 0.001 | kWh/MWh |
| Convert therm to mmBTU | 0.1 | Therms/mmBTU |
| Convert to Metric tons | 0.0004536 | metric ton/lbs |
| | 0.001 | metric ton/kg |
| | 1.00E-06 | metric ton/g |



| | Therms | Convert to mmBTu | |
|-------------------|------------|------------------|-------------------------|
| Intermountain Gas | 34,425 | 3442.5 | |
| | Emissions | Metric tons | CO2 Equiv (metric tons) |
| CO2 Factor (kg) | 228,341.03 | 228.34 | 228.34 |
| CH4 Factor (g) | 4,303.13 | 0.00 | 0.11 |
| N2O Factor (g) | 430.31 | 0.00 | 0.13 |
| Total | | | 228.58 |

| | kWh | Convert to MWh |
|--------------------|------------------|-------------------------|
| Airport Energy Use | 1,182,867 | 1182.867 |
| | Emissions (lbs) | Emissions (metric tons) |
| CO2 | 845,986.48 | 383.7 |
| CH4 | 80.43 | 0.04 |
| N2O | 11.83 | 0.01 |
| Total | 846,078.7 | 383.8 |

Rental Car Travel

| | |
|-------------------------------|----|
| Assumed rental contracts days | 6 |
| Avg distance/rental contract | 85 |

| Employee Commute Data | | | |
|-----------------------|-------------|------------|--------|
| Zip Code | VMT | Employees | Weight |
| 83301 | 70 | 1 | 0.93% |
| 83313 | 7 | 19 | 17.87% |
| 83320 | 27 | 3 | 3.05% |
| 83327 | 40 | 5 | 4.92% |
| 83333 | 5 | 67 | 62.20% |
| 83213 | 70 | 2 | 1.87% |
| 83338 | 58 | 2 | 2.12% |
| 83340 | 16 | 2 | 1.99% |
| 83349 | 45 | 1 | 0.93% |
| 83352 | 41 | 4 | 4.11% |
| Weighted Avg | 12.77040498 | | Check |
| Vehicle Type | Owned | Percentage | |
| SUV | 30 | 24.5% | |
| Truck | 27 | 21.8% | |
| Car | 66 | 53.8% | |

| | Hertz | Avis/Budget | Enterprise |
|-------------------------------|---------------|-------------|------------|
| Number of Cars | 100 | 100 | 80 |
| Rental Days | 27,099 | 15,000 | 27,985 |
| <i>Rental Contracts</i> | 4,517 | 2,500 | 4,664 |
| SUV | 70% | 60% | 70% |
| Truck | 5% | 0% | 7% |
| Car | 25% | 40% | 23% |
| Total Rental Miles | 383,902.50 | 212,500.00 | 396,454.17 |
| SUV Miles | 268731.75 | 127500.00 | 277510.83 |
| Truck Miles | 19195.13 | 0.00 | 27738.33 |
| Car Miles | 95975.63 | 85000.00 | 91205.00 |
| SUV Fuel Consumption (gal) | 11291.25 | 5357.14 | 11660.12 |
| Truck Fuel Consumption (gal) | 999.75 | 0.00 | 1444.70 |
| Car Fuel Consumption (gal) | 3027.62 | 2681.39 | 2877.13 |
| SUV Emissions (CO2 lbs/gal) | 218,683.74 | 103,754.68 | 225,827.82 |
| Truck Emissions (CO2 lbs/gal) | 19,362.62 | - | 27,980.38 |
| Car Emissions (CO2 lbs/gal) | 58,637.60 | 51,931.89 | 55,722.92 |
| Total Emissions (CO2 lbs/gal) | 296,683.96 | 155,686.57 | 309,531.12 |
| Total Emissions (metric tons) | 134.58 | 70.62 | 140.40 |
| Total | 345.60 | | |

| Calendar Year | 2020 | 2019 | % Change |
|-------------------------------|--------|---------|----------|
| Enplanements | 47,590 | 91,485 | -48.0% |
| Passengers (Enplanements x 2) | 95,180 | 182,970 | -48.0% |
| Operations | 24,067 | 24,577 | -2.1% |

Passenger Vehicle Travel

| | |
|---------------------------------|--------|
| Enplanements (2020) | 47,590 |
| Total Passengers (2020) | 95,180 |
| Total Pax minus rental pax | 86,147 |
| Passenger Parties | 43,074 |
| Assumed Average Travel Distance | 12.77 |
| Passengers per party | 2 |

| On Airport | | | |
|-------------------------|------------|------------|------------|
| | SUV | Truck | Car |
| Vehicles | 10,539 | 9,374 | 23,161 |
| MPG | 23.8 | 19.2 | 31.7 |
| Miles Traveled | 7,377.22 | 6,561.65 | 16,212.58 |
| Fuel Consumption (gal) | 309.97 | 341.75 | 511.44 |
| Emissions (CO2 lbs/gal) | 6,003.30 | 6,618.90 | 9,905.29 |
| Emissions (metric tons) | 2.72 | 3.00 | 4.49 |
| Total | 10.22 | | |
| Off Airport | | | |
| Miles Traveled | 127,208.61 | 113,145.35 | 279,560.63 |
| Fuel Consumption (gal) | 5,344.90 | 5,892.99 | 8,818.95 |
| Emissions (CO2 lbs/gal) | 103,517.56 | 114,132.66 | 170,801.32 |
| Emissions (metric tons) | 46.96 | 51.77 | 77.48 |
| Total | 176.20 | | |

Airport/Tenant/Airline/Operator Employee Commute

| | | | 52 weeks/year | | % Owned |
|--------------------------|-----------------------|-------------------------|----------------------------|-------------------------|---------|
| Airport Employees | # Employees | Trips/Week | Annual Trips | SUV | 18% |
| Full Time (5 Days) | 12 | 120 | 6,240 | Truck | 59% |
| Part Time (2 Days) | 5 | 20 | 1,040 | Car | 24% |
| Total | | | 7,280 | | |
| | | | | | |
| Home Zip Code | VMT/Trip | % Employees | # Trips/Year by Emp | Total VMT by Zip | |
| 83333 | 5 | 47% | 3,426 | 17,129 | |
| 83313 | 7 | 35% | 2,569 | 17,986 | |
| 83327 | 40 | 12% | 856 | 34,259 | |
| 83320 | 27 | 6% | 428 | 11,562 | |
| Total | | | 7,280 | 80,936 | |
| | | | | | |
| EPA Vehicle Type | VMT by Vehicle | Fuel Consumption | Emissions (lbs) | Emissions (tons) | |
| Truck SUV | 14,283 | 600 | 11,623 | 5 | |
| Pickup | 47,610 | 2,480 | 48,025 | 22 | |

Appendix B

| | | | | | |
|-------------|--------|-------|--------|----|--|
| Sedan/Wagon | 19,044 | 601 | 11,635 | 5 | |
| Total | 80,936 | 3,681 | 71,283 | 32 | |

| | | | | | % Owned |
|-------------------------|-----------------------|-------------------------|----------------------------|-------------------------|---------|
| Skywest | # Employees | Trips/Week | Annual Trips | SUV | 15% |
| Full Time (5 Days) | 6 | 60 | 3,120 | Truck | 15% |
| Part Time (2 Days) | 33 | 132 | 6,864 | Car | 70% |
| Total | | | 9,984 | | |
| | | | | | |
| Home Zip Code | VMT/Trip | % Employees | # Trips/Year by Emp | Total VMT by Zip | |
| 83333 | 5 | 85% | 8,486 | 42,432 | |
| 83313 | 7 | 15% | 1,498 | 10,483 | |
| Total | | | 9,984 | 52,915 | |
| | | | | | |
| EPA Vehicle Type | VMT by Vehicle | Fuel Consumption | Emissions (lbs) | Emissions (tons) | |
| Truck SUV | 7,937 | 333 | 6,459 | 3 | |
| Pickup | 7,937 | 413 | 8,007 | 4 | |
| Sedan/Wagon | 37,041 | 1,168 | 22,630 | 10 | |
| Total | 52,915 | 1,915 | 37,096 | 17 | |



Appendix B

| | | | | | % Owned |
|-------------------------|-----------------------|-------------------------|----------------------------|-------------------------|---------|
| Alaska | # Employees | Trips/Week | Annual Trips | SUV | 20% |
| Full Time (5 Days) | 1 | 10 | 520 | Truck | 0% |
| Part Time (3 Days) | 9 | 54 | 2,808 | Car | 80% |
| Total | | | 3,328 | | |
| | | | | | |
| Home Zip Code | VMT/Trip | % Employees | # Trips/Year by Emp | Total VMT by Zip | |
| 83333 | 5 | 60% | 1,997 | 9,984 | |
| 83313 | 7 | 10% | 333 | 2,330 | |
| 83340 | 16 | 10% | 333 | 5,325 | |
| 83327 | 40 | 10% | 333 | 13,312 | |
| 83301 | 70 | 10% | 333 | 23,296 | |
| Total | | | 3,328 | 54,246 | |
| | | | | | |
| EPA Vehicle Type | VMT by Vehicle | Fuel Consumption | Emissions (lbs) | Emissions (tons) | |
| Truck SUV | 10,849 | 456 | 8,829 | 4 | |
| Pickup | 0 | 0 | 0 | 0 | |
| Sedan/Wagon | 43,397 | 1,369 | 26,514 | 12 | |
| Total | 54,246 | 1,825 | 35,343 | 16 | |



Appendix B

| | | | | | % Owned |
|-------------------------|-----------------------|-------------------------|----------------------------|-------------------------|---------|
| TSA | # Employees | Trips/Week | Annual Trips | SUV | 0% |
| Full Time (5 Days) | 16 | 160 | 8,320 | Truck | 10% |
| Part Time (2 Days) | 1 | 4 | 208 | Car | 90% |
| Total | | | 8,528 | | |
| | | | | | |
| Home Zip Code | VMT/Trip | % Employees | # Trips/Year by Emp | Total VMT by Zip | |
| 83333 | 5 | 20% | 1,706 | 8,528 | |
| 83313 | 7 | 13% | 1,137 | 7,959 | |
| 83340 | 16 | 7% | 569 | 9,097 | |
| 83320 | 27 | 13% | 1,137 | 30,701 | |
| 83327 | 40 | 13% | 1,137 | 45,483 | |
| 83352 | 41 | 20% | 1,706 | 69,930 | |
| 83338 | 58 | 13% | 1,137 | 65,950 | |
| Total | | | 8,528 | 221,159 | |
| | | | | | |
| EPA Vehicle Type | VMT by Vehicle | Fuel Consumption | Emissions (lbs) | Emissions (tons) | |
| Truck SUV | 0 | 0 | 0 | 0 | |
| Pickup | 22,116 | 1,152 | 22,309 | 10 | |
| Sedan/Wagon | 199,044 | 6,279 | 121,608 | 55 | |
| Total | 221,159 | 7,431 | 143,917 | 65 | |



Appendix B

| | | | | | % Owned |
|-------------------------|-----------------------|-------------------------|----------------------------|-------------------------|---------|
| Car Park | # Employees | Trips/Week | Annual Trips | SUV | 0% |
| Full Time (5 Days) | 1 | 10 | 520 | Truck | 50% |
| Part Time (1 Days) | 1 | 2 | 104 | Car | 50% |
| Total | | | 624 | | |
| | | | | | |
| Home Zip Code | VMT/Trip | % Employees | # Trips/Year by Emp | Total VMT by Zip | |
| 83333 | 5 | 50% | 312 | 1,560 | |
| 83313 | 7 | 50% | 312 | 2,184 | |
| | | | 624 | 3,744 | |
| | | | | | |
| EPA Vehicle Type | VMT by Vehicle | Fuel Consumption | Emissions (lbs) | Emissions (tons) | |
| Truck SUV | 0 | 0 | 0 | 0 | |
| Pickup | 1,872 | 98 | 1,888 | 1 | |
| Sedan/Wagon | 1,872 | 59 | 1,144 | 1 | |
| Total | 3,744 | 157 | 3,032 | 1 | |

| | | | | | % Owned |
|-------------------------|-----------------------|-------------------------|----------------------------|-------------------------|---------|
| Coffee House | # Employees | Trips/Week | Annual Trips | SUV | 20% |
| Full Time (5 Days) | 3 | 30 | 1,560 | Truck | 0% |
| Part Time (4 Days) | 2 | 16 | 832 | Car | 80% |
| Total | | | 2,392 | | |
| | | | | | |
| Home Zip Code | VMT/Trip | % Employees | # Trips/Year by Emp | Total VMT by Zip | |
| 83333 | 5 | 100% | 2,392 | 11,960 | |
| | | | 2,392 | 11,960 | |
| | | | | | |
| EPA Vehicle Type | VMT by Vehicle | Fuel Consumption | Emissions (lbs) | Emissions (tons) | |
| Truck SUV | 2,392 | 101 | 1,947 | 1 | |
| Pickup | 0 | 0 | 0 | 0 | |
| Sedan/Wagon | 9,568 | 302 | 5,846 | 3 | |
| Total | 11,960 | 402 | 7,792 | 4 | |



Appendix B

| | | | | | % Owned |
|-------------------------|-----------------------|-------------------------|----------------------------|-------------------------|---------|
| Hertz | # Employees | Trips/Week | Annual Trips | SUV | 33% |
| Full Time (5 Days) | 4 | 40 | 2,080 | Truck | 33% |
| Part Time (3 Days) | 2 | 12 | 624 | Car | 33% |
| Total | | | 2,704 | | |
| | | | | | |
| Home Zip Code | VMT/Trip | % Employees | # Trips/Year by Emp | Total VMT by Zip | |
| 83333 | 5 | 33% | 901 | 4,507 | |
| 83313 | 7 | 33% | 901 | 6,309 | |
| 83349 | 45 | 17% | 451 | 20,280 | |
| 83352 | 41 | 17% | 451 | 18,477 | |
| | | | 2,704 | 49,573 | |
| | | | | | |
| EPA Vehicle Type | VMT by Vehicle | Fuel Consumption | Emissions (lbs) | Emissions (tons) | |
| Truck SUV | 16,524 | 694 | 13,447 | 6 | |
| Pickup | 16,524 | 861 | 16,669 | 8 | |
| Sedan/Wagon | 16,524 | 521 | 10,096 | 5 | |
| Total | 49,573 | 2,076 | 40,211 | 18 | |



Appendix B

| | | | | | % Owned |
|-------------------------|-----------------------|-------------------------|----------------------------|-------------------------|---------|
| Avis/Budget | # Employees | Trips/Week | Annual Trips | SUV | 50% |
| Full Time (5 Days) | 2 | 20 | 1,040 | Truck | 0% |
| Part Time (4 Days) | 2 | 16 | 832 | Car | 50% |
| Total | | | 1,872 | | |
| | | | | | |
| Home Zip Code | VMT/Trip | % Employees | # Trips/Year by Emp | Total VMT by Zip | |
| 83333 | 5 | 75% | 1,404 | 7,020 | |
| 83313 | 7 | 25% | 468 | 3,276 | |
| Total | | | 1,872 | 10,296 | |
| | | | | | |
| EPA Vehicle Type | VMT by Vehicle | Fuel Consumption | Emissions (lbs) | Emissions (tons) | |
| Truck SUV | 5,148 | 216 | 4,189 | 2 | |
| Pickup | 0 | 0 | 0 | 0 | |
| Sedan/Wagon | 5,148 | 162 | 3,145 | 1 | |
| Total | 10,296 | 379 | 7,334 | 3 | |

| | | | | | % Owned |
|-------------------------|-----------------------|-------------------------|----------------------------|-------------------------|---------|
| Enterprise | # Employees | Trips/Week | Annual Trips | SUV | 60% |
| Full Time (5 Days) | 3 | 30 | 1,560 | Truck | 20% |
| Part Time (3 Days) | 2 | 12 | 624 | Car | 20% |
| Total | | | 2,184 | | |
| | | | | | |
| Home Zip Code | VMT/Trip | % Employees | # Trips/Year by Emp | Total VMT by Zip | |
| 83333 | 5 | 100% | 2,184 | 10,920 | |
| Total | | | 2,184 | 10,920 | |
| | | | | | |
| EPA Vehicle Type | VMT by Vehicle | Fuel Consumption | Emissions (lbs) | Emissions (tons) | |
| Truck SUV | 6,552 | 275 | 5,332 | 2 | |
| Pickup | 2,184 | 114 | 2,203 | 1 | |
| Sedan/Wagon | 2,184 | 69 | 1,334 | 1 | |
| Total | 10,920 | 458 | 8,869 | 4 | |



Appendix B

| FBO VMT/Trip by Car and Zip Code | | | | |
|----------------------------------|----------------|------------------|-----------------|------------------|
| Home Zip Code | VMT/Trip | SUV | Pickup | Car |
| 83313 | 7 | 2 | 2 | |
| 83213 | 70 | | 2 | |
| 83301 | 70 | | | 1 |
| 83320 | 27 | 1 | | |
| 83333 | 5 | 8 | 1 | |
| % Annual Trips by vehicle | | | | |
| | | SUV | Pickup | Car |
| 83313 | | 11.76% | 11.76% | 0.00% |
| 83213 | | 0.00% | 11.76% | 0.00% |
| 83301 | | 0.00% | 0.00% | 5.88% |
| 83320 | | 5.88% | 0.00% | 0.00% |
| 83333 | | 47.06% | 5.88% | 0.00% |
| # Trips/Year by Emp | | | | |
| | | SUV | Pickup | Car |
| 83313 | | 1040 | 1040 | 0 |
| 83213 | | 0 | 1040 | 0 |
| 83301 | | 0 | 0 | 520 |
| 83320 | | 520 | 0 | 0 |
| 83333 | | 4160 | 520 | 0 |
| Total VMT by vehicle by Zip | | | | |
| Zip Code | VMT/Trip | SUV | Pickup | Car |
| 83313 | 7 | 7,280 | 7,280 | 0 |
| 83213 | 70 | 0 | 72,800 | 0 |
| 83301 | 70 | 0 | 0 | 36,400 |
| 83320 | 27 | 14,040 | 0 | 0 |
| 83333 | 5 | 20,800 | 2,600 | 0 |
| EPA Vehicle Type | VMT by Vehicle | Fuel Consumption | Emissions (lbs) | Emissions (tons) |
| Truck SUV | 42,120 | 1,770 | 34,276 | 16 |
| Pickup | 82,680 | 4,306 | 83,401 | 38 |
| Sedan/Wagon | 36,400 | 1,148 | 22,239 | 10 |
| Total | 161,200 | 7,224 | 139,916 | 63 |



Mead
& Hunt

