

**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, June 14, 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  
June 14, 2022**

- I. APPROVE AGENDA – ACTION ITEM**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
  - A. May 3, 2022 Regular Meeting – Motion to Approve – **Attachment #1 ACTION ITEM**
- IV. REPORTS**
  - A. Chair Report
  - B. Blaine County Report
  - C. City of Hailey Report
  - D. Fly Sun Valley Alliance Report
  - E. Airport Director's Report
- V. AIRPORT STAFF BRIEF (5 Minutes Allotted)**
  - A. Noise Complaints in May
  - B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – **Attachment #2 – #4**
  - C. Airport Commercial Flight Interruptions (unofficial)
  - D. Review Correspondence – **Attachment #5**
- VI. ACTION ITEMS (a vote may occur but is not required to be taken)**
  - A. NEW BUSINESS
    - 1. FMAA Board Officer (Treasurer) Appointment – **ACTION ITEM**
  - B. CONTINUING BUSINESS
    - 1. Customer Facility Charge (CFC) Resolution – **Attachment #6 ACTION ITEM**
- VII. DISCUSSION AND UPDATES**
  - A. NEW BUSINESS
    - 1. First Review – Fiscal Year 2023 DRAFT Budget – Discussion – **Attachment #7**
    - 2. Parking Lot Fees – Discussion
  - B. CONTINUING BUSINESS
    - 1. Miscellaneous
      - i. SUN Digital Tower Draft Statement of Work (SOW) – Discussion – **Attachment #8**
    - 2. Construction and Capital Projects
      - i. Runway Rehabilitation and Parking Lot Project - Update
    - 3. Airport Planning Projects
      - i. Environmental Assessment (Land Acquisition) – Update
- VIII. PUBLIC COMMENT**
- IX. EXECUTIVE SESSION      I.C. §74-206 (1),(c) To acquire an interest in real property which is not owned by a public agency**
- X. ADJOURNMENT**

FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETINGS ARE OPEN TO ALL INTERESTED PARTIES. SHOULD YOU DESIRE TO ATTEND A BOARD MEETING AND NEED A REASONABLE ACCOMMODATION TO DO SO, PLEASE CONTACT THE AIRPORT MANAGER'S OFFICE AT LEAST ONE WEEK IN ADVANCE BY CALLING 208-788-4956 OR WRITING TO 1616 AIRPORT CIRCLE, HAILEY, IDAHO 83333.

## FMAA Meeting Brief 06-14-22

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

- A. May 3, 2022 Regular Meeting – Motion to Approve – **Attachment #1 ACTION ITEM**

### IV. 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.

### V. AIRPORT STAFF BRIEF – (5 Minutes Allotted)

- A. Noise Complaints in May – **No Noise Complaints in May**

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT	ACTION/RESPONSE
Old Hailey	6/3/2022	5:35 pm	Jet	Jet arrived from the north and circled over Hailey a few times.	Caller wanted to know why this jet circled over Hailey a couple of time before landing from the north. The caller observed this was an unusual pattern. After research, the aircraft was on circling approach to land from the north due to high south wind gusts and the crew needed to better setup the approach due to wind/weather conditions. The Airport Director left a message with caller.

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

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

**Attachment #3** is 2001 - 2021 ATCT Traffic Operations Record comparison by month

**Attachment #4** is 2021 Enplanements, Deplanements and 2021 Seat Occupancy data

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

#### April 2022

Total Non-Federal Revenue	April, 2022	\$337,439.66
Total Non-Federal Revenue	April, 2021	\$402,146.19
Total Non-Federal Revenue	FY '22 thru April	\$4,637,728.56
Total Non-Federal Revenue	FY '21 thru April	\$3,715,710.32
Total Non-Federal Expenses	April, 2022	\$253,701.85
Total Non-Federal Expenses	April, 2021	\$456,914.26
Total Non-Federal Expenses	FY '22 thru April	\$2,195,393.71
Total Non-Federal Expenses	FY '21 thru April	\$2,539,483.39
Net Income excluding Federal Programs	FY '22 thru April	\$2,442,334.85
Net Income excluding Federal Programs	FY '21 thru April	\$1,176,226.93
Net Income to include Federal Programs	FY '22 thru April	-\$2,211,589.92
Net Income to include Federal Programs	FY '21 thru April	\$782,433.45

### C. Airport Commercial Inbound Flight Interruptions (unofficial):

AIRLINE	FLIGHT CANCELLATIONS	FLIGHT DIVERSIONS
	May 2022	May 2022
Alaska Airlines	None	None
Delta	None	None
United	None	None

### D. Review Correspondence - **Attachment #5**

See attached.

## FMAA Meeting Brief 06-14-22

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

#### A. NEW BUSINESS

##### 1. FMAA Board Officer (Treasurer) Appointment – **ACTION ITEM**

The FMAA Treasurer Officer position has been vacant for over a year since the retirement of Ron Fairfax from the Board in May of 2021. Mr. Fairfax served as FMAA Treasurer for many years.

Per legal counsel, the JPA does not require the Treasurer be a current member of the FMAA Board. Based on the need to fill this position and Mr. Fairfax's extensive financial background and role as previous FMAA Treasurer, Chair Burke would like to reappoint Mr. Fairfax as FMAA Treasurer. The term of the appointment would be through the FMAA meeting in March 2023.

**ACTION: Motion to appoint Ron Fairfax as FMAA Treasurer with an appointment term running through the FMAA meeting in March 2023.**

#### B. CONTINUING BUSINESS

##### 1. Customer Facility Charge (CFC) Resolution – **Attachment #6 ACTION ITEM**

As was discussed at the May meeting, Staff has been coordinating with the rental car agencies regarding a CFC. Over the course of the past several months, Staff has also been developing the administrative functions necessary to move forward with the implementation of a CFC at the airport.

Attached for Board consideration is Resolution #2022-01 which provides the appropriate mechanism to authorize Staff to begin the CFC collection. Resolution #2022-01 was reviewed by legal counsel and is consistent with the terms allowed in the 2021 Rental Car Concession Agreements with the rental agencies which provides authority to FMAA to collect a CFC.

As an overall reminder, a CFC was recommended in the adopted Airport Master Plan. This CFC at SUN will be applied to rental car transaction days, and the collected fee(s), and will be used toward improvements that support rental car activities at the airport such as a Quick Turn Around (QTA) facility and improvement rental car storage.

**ACTION: Motion to adopt Resolution #2022-01 authorizing the collection of a CFC at SUN. Further, per legal counsel guidance, amend the 2021 Rental Car Concession Agreements as necessary and direct staff to implement the remaining administrative functions to begin CFC collections as of October 1, 2022.**



**VII. DISCUSSION AND UPDATES**

**A. NEW BUSINESS**

**1. First Review – Fiscal Year 2023 DRAFT Budget – Discussion – Attachment #7**

**Attachment #7** represents the first version of the DRAFT FY 2023 Budget. This DRAFT budget has been coordinated with and reviewed by the Finance Committee and refined based on initial committee comments.

The Draft FY 2023 Budget is based on the most current assumptions and information available. The effects of the pandemic remain to some degree, however, we have seen continued growth and anticipate the same trend for the remainder of FY 2022 and into FY 2023. A full summary of the DRAFT budget will be presented by Staff via PowerPoint at the meeting.

As a reminder, this is the first review of the DRAFT FY 2023 budget by the Board. The Board will have another opportunity for review and comment at the July meeting if needed, with the final public hearing and consideration of approval of the budget at the August meeting.

**2. Parking Lot Fees – Discussion**

Parking lot rates were last increased in November of 2019. At that time, discussion amongst the Board was that a review and periodic incremental increases would be warranted every one to two years. Due to the pandemic, analysis and potential increases were put on hold. With passenger activity exceeding pre-pandemic levels, a review of current rates is in order. As a reminder, the primary reason rates are being reviewed is to explore additional revenue options to help offset pavement maintenance needs.

Chris Johnson, from CA Johnson Consulting, will be at the meeting to present to the Board the analysis and potential rate options for Board discussion.

**B. CONTINUING BUSINESS**

**1. Miscellaneous**

**i. SUN Digital Tower Draft Statement of Work (SOW) – Discussion – Attachment #8**

Since the May meeting, Staff has continued to work with Raytheon|Frequentis to develop a SOW and Contract for our Sun Digital Tower project.

The DRAFT Statement of Work is ready for Board review and comment and is attached as **Attachment #8**. After discussion with legal counsel, action is not necessary for the SOW. Rather, Staff is seeking the Board's comments and questions regarding the DRAFT

## **FMAA Meeting Brief 06-14-22**

SOW and direction to move forward with Contract development and fee negotiation based on the SOW.

Our consultant will be at the meeting to answer any questions.

### **2. Construction and Capital Projects**

#### **i. Runway Rehabilitation and Parking Lot Project – Update**

The airfield rehabilitation project was successfully completed, and the airport reopened on schedule at 8 pm on May 17. There are still a few expected elements of the project that will need to be completed in the fall including runway grooving, installation of the runway weather sensor system, and application of final markings.

The new lower parking lot construction project began on Tuesday, May 31. The contractor has set a goal to have the project complete before the July 4<sup>th</sup> holiday weekend.

Our engineer will be in attendance at the meeting to provide a full update and answer any questions about the projects.

### **3. Airport Planning Projects**

#### **i. Environmental Assessment (Land Acquisition) – Update**

The 30-day public comment period for the EA opened on May 11 and closed on June 10.

Our consultant will be at the meeting to provide an update and discuss next steps.

## **VIII. PUBLIC COMMENT**

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

## **X. ADJOURNMENT**

**MINUTES OF A REGULAR MEETING  
OF THE  
FRIEDMAN MEMORIAL AIRPORT AUTHORITY  
May 3, 2022  
5:32 P.M.**

**IN ATTENDANCE:**

**BOARD MEMBERS:**

Board Chair – Martha Burke, Board Vice-Chair – Dick Fosbury, Board Members – Muffy Davis, 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 Børke Mason

**CONSULTANTS:**

T-O Engineers – Nathan Cuvala; Mead & Hunt – Brad Rolf; William E. Payne & Associates - Bill Payne; BD Consulting – Brent Davis

**AIRPORT LEGAL COUNSEL:**

Lawson Laski Clark, PLLC – Jim Laski

**CALL TO ORDER:** The meeting was called to order at 5:32 p.m. by Board Chair Burke

**I. APPROVE AGENDA (3:15)**

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 (3:41)**

No Public Comment

**III. PUBLIC HEARING**

**A. FY '22 Budget Update – Motion to Approve – Attachment #1 – #2 (6:03)**

Brent Davis presented the budget update to account for the change in Operational, Capital, and non-AIP Capital expenses. Due to the timing of grant awards for Land Acquisition and the Runway Project, the SRE Acquisition, as well as the increased priority for the Terminal Design project a midyear budget update needed to be done. Board Member McCleary asked for recap of the budget update process, which Brent provided step-by-step.

**MOTION:** *Made by Board Member McCleary to approve the FY2022 budget update with planned expenditures totaling \$33,997,829. Seconded by Board Member Davis.*

**PASSED UNANIMOUSLY**

**IV. APPROVE FMAA MEETING MINUTES (24:19)**

**A. April 5, 2022, Regular Board Meeting (See Attachment #3)**

**MOTION:** *Made by Board Member McCleary to approve the minutes. Seconded by Board Member Strauss.*

**PASSED UNANIMOUSLY**

## V. REPORTS

### A. Chair Report (25:17)

Board Chair Burke clarified that a runway protection area is being created at the end of the runway, not lengthening the runway as some community members have questioned. Chair Burke also read William Hughes' comments in the chat. To address the concerns, Chair Burke shared her background on what she has done over the last several years to move the airport and explained to the group that if the airport were to be moved, it would close all other small airports in the area to create a regional airport.

### B. Blaine County Report (26:44)

Board Member McCleary acknowledged the comments sent to her by community members and has forwarded them to Chris to be added to the packet. Both Board Member McCleary and Board Member Davis expressed the need for community engagement to keep everyone up to date.

### C. City of Hailey Report (34:43)

Community member Kris Wirth stated he has been a resident of Hailey for 50 years and has watched the airport grow considerably. He feels the dual path has been forgotten and everyone, aside from the people of Hailey, have been given the chance to discuss the path of the airport.

### D. Fly Sun Valley Report (35:34)

Carol Waller reported the summer and fall flight schedules have been published. She stated they are monitoring advanced bookings and the planning for next year, specifically winter, has started. They are also working to update the app for the summer passenger survey.

### E. Airport Director's Report (37:04)

Airport Director Pomeroy reported March 2022 Passenger Enplanements were up 30% over March 2021. March 2022 unofficial Operations were about 53% lower than April 2021 (a large part of that is a result of the airport closure) and about 6.7% lower year-to-date than 2021 year-to-date. United and Delta had 5 landings in April 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" is almost 183 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 provided a status update on the rehabilitation of Runway 13-31, Taxiway B and aprons with reopening scheduled for two weeks. An interesting component about the project is the reuse of the disposed materials on site, not requiring trucks to dispose offsite of the airport, reducing the impacts of the project overall. Additional work items after the closure include apron rehabilitation, lower parking lot construction, runway grooving, final marking, and seeding.

Nathan Cuvala with T-O Engineering provided additional details regarding the challenges that the weather has posed with the paving of the runway shoulder and the subgrade compaction, which allows the lighting system installation.

Airport Director Pomeroy requested that the Board consider moving the June board meeting from June 7th to June 14th due to the American Association of Airport Executives Conference in Seattle. The Board agreed to the changed date.

Looking ahead, the July meeting may require a date change with the annual fly-in event happening the first week of July.

## **VI. AIRPORT STAFF BRIEF**

- A. Noise Complaints – No Noise complaints in April
- B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data (See Attachment #4-#6)
- C. Airport Commercial Flight Interruptions – None
- D. Review Correspondence – Attachment #7

## **VII. ACTION ITEMS**

### **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 (52:36)

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.

Brent Davis explained that 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) would be used toward improvements that support rental car activities at the airport such as a Quick Turn Around (QTA) facility and improved rental car storage. In the meantime, the collection of a CFC could start now, building capital to address such future projects.

The proposed fee is \$3.50/rental day with an estimated revenue of \$210k per year. The next steps would be to finalize the resolution adopting the CFC and bring it to the board for consideration in June. Once approved, collection would not begin until October giving our rental car agencies 60 to 90 days for implementation on their side.

- 2. Construction and Capital Projects

- i. Tower Replacement – SUN Digital Tower Project – Update and Discussion (59:46)

Staff continues to work with our vendor Raytheon|Frequentis and consultant team to develop a Statement of Work and Contract for the Sun Digital Tower project. Raytheon attended 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. Raytheon has the experience to provide an end-to-end solution and flexible configuration for a seamless operational transition to a digital tower. Action on a Statement of Work and Contract is expected to be requested at the June meeting.

- ii. Airport Closure and Pavement Rehabilitation Project  
An update was given during Airport Director's Report.

### 3. Airport Planning Projects

#### i. GHG Emissions Inventory – Discussion – Attachment #8 (1:17:33)

The GHG emissions inventory for the airport is complete (Attachment #8). Brad Rolf with Mead & Hunt presented the findings of the inventory and answered questions from the Board.

Brad Rolf outlined the three different categories of GHG Emissions: emissions directly related to activities at the airport and by airport personnel, emissions by airlines, aircraft operators, and airport tenants, and public-owned and controlled emissions.

Brad Rolf reported approximately 22,100 metric tons of greenhouse gas emissions were emitted in 2020. The report that was done for the 2018 Inventory of Community Greenhouse Gas Emissions for this community found the total emissions to be 332,000 metric tons with approximately 134,000 tons being from surface transportation or transportation emissions not including the airport; the airport attributed only 6% of the community emissions.

He stated in the 2020 report, it was particularly important to capture an accurate sense of aircraft operations, takeoffs and landings, which feed directly into the emissions component.

#### ii. Environmental Assessment (Land Acquisition) (1:29:57)

Airport Director Pomeroy reported approval of the final Environmental Assessment (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.

#### iii. Terminal Area Plan – Update (1:40:20)

Airport Director Pomeroy stated 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 and 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.

### IX. PUBLIC COMMENT (1:41:12)

No public comment.

### X. EXECUTIVE SESSION (1:42:55)

**MOTION:** *Made by Board Member Strauss 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 McCleary.*

#### Roll Call Vote:

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

**PASSED UNANIMOUSLY**

## **XI. ADJOURNMENT**

The May 3, 2022, Regular Meeting of the Friedman Memorial Airport Authority was adjourned at 7:33 p.m.

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Angenie McCleary, Secretary

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

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

5:46 PM

06/08/2022

Accrual Basis

## Ordinary Income/Expense

## Income

## 4000-00 · AIRCARRIER

4000-01 · Aircarrier - Lease Space	184,918.59	262,500.00	-77,581.41	70.45%
4000-02 · Aircarrier - Landing Fees	137,940.48	235,000.00	-97,059.52	58.7%
4000-03 · Aircarrier - Gate Fees	0.00	0.00	0.00	0.0%
4000-04 · Aircarrier - Utility Fees	210.00	360.00	-150.00	58.33%
4010-07 · Aircarrier - '14 PFC App	242,139.96	351,000.00	-108,860.04	68.99%

## Total 4000-00 · AIRCARRIER

565,209.03 848,860.00 -283,650.97 66.58%

## 4020-00 · TERMINAL AUTO PARKING REVENUE

4020-01 · Automobile Parking - Terminal	376,454.15	475,000.00	-98,545.85	79.25%
4020-02 · Automobile Parking - Passes	100.00			

## Total 4020-00 · TERMINAL AUTO PARKING REVENUE

376,554.15 475,000.00 -98,445.85 79.28%

## 4030-00 · AUTO RENTAL REVENUE

4030-01 · Automobile Rental - Commission	435,606.90	570,000.00	-134,393.10	76.42%
4030-02 · Automobile Rental - Lease Space	17,850.00	29,000.00	-11,150.00	61.55%
4030-03 · Automobile Rental - Auto Prkng	38,240.00	62,000.00	-23,760.00	61.68%
4030-04 · Automobile Rental - Utilities	912.96	2,000.00	-1,087.04	45.65%

## Total 4030-00 · AUTO RENTAL REVENUE

492,609.86 663,000.00 -170,390.14 74.3%

## 4040-00 · TERMINAL CONCESSION REVENUE

4040-01 · Terminal Shops - Commission	9,332.45	10,000.00	-667.55	93.33%
4040-03 · Terminal Shops - Utility Fees	912.96	2,000.00	-1,087.04	45.65%
4040-10 · Advertising - Commission	26,231.90	30,000.00	-3,768.10	87.44%
4040-11 · Vending Machines - Commission	4,312.28	5,000.00	-687.72	86.25%
4040-12 · Terminal ATM	250.00	900.00	-650.00	27.78%

## Total 4040-00 · TERMINAL CONCESSION REVENUE

41,039.59 47,900.00 -6,860.41 85.68%

## 4050-00 · FBO REVENUE

4050-01 · FBO - Lease Space	130,425.21	166,500.00	-36,074.79	78.33%
4050-02 · FBO - Overnight Parking Fees	103,393.35	375,000.00	-271,606.65	27.57%
4050-03 · FBO - Landing Fees - Trans.	0.00	0.00	0.00	0.0%
4050-04 · FBO - Commission	20,609.69	26,000.00	-5,390.31	79.27%
4050-07 · FBO - Miscellaneous	0.00	0.00	0.00	0.0%

## Total 4050-00 · FBO REVENUE

254,428.25 567,500.00 -313,071.75 44.83%

## 4060-00 · FUEL FLOWAGE REVENUE

4060-01 · Fuel Flowage - FBO	228,801.36	375,000.00	-146,198.64	61.01%
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## Total 4060-00 · FUEL FLOWAGE REVENUE

228,801.36 375,000.00 -146,198.64 61.01%

## 4070-00 · TRANSIENT LANDING FEES REVENUE

4070-01 · Landing Fees - Commercial	0.00	0.00	0.00	0.0%
4070-02 · Landing Fees - Non-Comm./Gov't	309,376.65	650,000.00	-340,623.35	47.6%

## Total 4070-00 · TRANSIENT LANDING FEES REVENUE

309,376.65 650,000.00 -340,623.35 47.6%

## 4080-00 · HANGAR REVENUE

4080-01 · Land Lease - Hangar	489,497.40	649,100.00	-159,602.60	75.41%
4080-02 · Land Lease - Hangar/Trans. Fee	12,063.75	23,000.00	-10,936.25	52.45%
4080-03 · Hangar/Utilities (E8,11,24)	601.89	0.00	601.89	100.0%
4080-05 · Land Lease - FMA Hangar Rentals	25,273.14	32,960.00	-7,686.86	76.68%

## Total 4080-00 · HANGAR REVENUE

527,436.18 705,060.00 -177,623.82 74.81%

## 4090-00 · TIEDOWN PERMIT FEES REVENUE

4090-01 · Tiedown Permit Fees (FMA)	29,767.85	31,000.00	-1,232.15	96.03%
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## Total 4090-00 · TIEDOWN PERMIT FEES REVENUE

29,767.85 31,000.00 -1,232.15 96.03%

## 4100-00 · CARGO CARRIERS REVENUE

4100-01 · Cargo Carriers - Landing Fees	0.00	0.00	0.00	0.0%
4100-02 · Cargo Carriers - Tiedown	5,016.00	5,500.00	-484.00	91.2%



	Oct '21 - Apr 22	Budget	\$ Over Budget	% of Budget
Total 4100-00 · CARGO CARRIERS REVENUE	5,016.00	5,500.00	-484.00	91.2%
4110-00 · MISCELLANEOUS REVENUE				
4110-01 · Misc. Revenue	165.34	5,000.00	-4,834.66	3.31%
4110-05 · Misc. Incident/Accident	0.00	0.00	0.00	0.0%
4110-09 · Miscellaneous Expense Reimburse	7,099.66	0.00	7,099.66	100.0%
Total 4110-00 · MISCELLANEOUS REVENUE	7,265.00	5,000.00	2,265.00	145.3%
4120-00 · GROUND TRANSP. PERMIT REVENUE				
4120-01 · Ground Transportation Permit	17,408.33	24,000.00	-6,591.67	72.54%
4120-02 · GTSP - Trip Fee	2,900.00	5,000.00	-2,100.00	58.0%
Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	20,308.33	29,000.00	-8,691.67	70.03%
4400-00 · TSA/SECURITY				
4400-02 · Terminal Lease	24,747.94	42,000.00	-17,252.06	58.92%
4400-03 · Security Prox. Cards	24,420.00	30,000.00	-5,580.00	81.4%
Total 4400-00 · TSA/SECURITY	49,167.94	72,000.00	-22,832.06	68.29%
4520-00 · INTEREST REVENUE				
4520-01 · Interest Revenue - General	4,517.84	32,930.00	-28,412.16	13.72%
4520-07 · Interest Revenue - '14 PFC	18.76	0.00	18.76	100.0%
4520-08 · Finance Fee Revenue	0.00	0.00	0.00	0.0%
Total 4520-00 · INTEREST REVENUE	4,536.60	32,930.00	-28,393.40	13.78%
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%
4749-00 · AIP '49 - Acq. SRE/Pavement Mai				
4749-01 · AIP '49 - Acq. SRE/Pavement Mai	1,568.22	0.00	1,568.22	100.0%
Total 4749-00 · AIP '49 - Acq. SRE/Pavement Mai	1,568.22	0.00	1,568.22	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	4,209,955.52	27,011,526.00	-22,801,570.48	15.59%
Gross Profit	4,209,955.52	27,011,526.00	-22,801,570.48	15.59%
Expense				
5000 · EXPENDITURES				
5000-00 · "A" EXPENSES				
5000-01 · Salaries - Airport Director	97,002.51	158,371.00	-61,368.49	61.25%
5010-00 · Salaries - Deputy Director F&A	71,257.77	106,000.00	-34,742.23	67.22%
5010-01 · Salaries - Admin Coordinator	24,457.97	120,000.00	-95,542.03	20.38%
5010-03 · Salaries - Sr Admin Coordinator	35,580.54	71,302.00	-35,721.46	49.9%
5020-00 · Salaries - Deputy Director O&M	69,318.48	100,700.00	-31,381.52	68.84%
5030-00 · Salaries - ARFF/OPS Specialist	314,506.95	577,139.00	-262,632.05	54.49%
5030-01 · Salaries - Parking Specialists	430.50	0.00	430.50	100.0%

	Oct '21 - Apr 22	Budget	\$ Over Budget	% of Budget
5040-00 · Salaries- Security Manager	56,085.38	91,568.00	-35,482.62	61.25%
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%
5060-04 · OT - Security	0.00	0.00	0.00	0.0%
5070-05 · Compensated Absenses Accrued	0.00	0.00	0.00	0.0%
5100-00 · Retirement	79,831.48	161,550.00	-81,718.52	49.42%
5110-00 · Social Security/Medicare	53,333.49	110,250.00	-56,916.51	48.38%
5120-00 · Life Insurance	0.00	2,000.00	-2,000.00	0.0%
5130-00 · Medical Insurance	133,184.95	255,000.00	-121,815.05	52.23%
5160-00 · Workman's Compensation	18,031.00	20,000.00	-1,969.00	90.16%
5170-00 · Unemployment Claims	0.00	0.00	0.00	0.0%
<b>Total 5000-00 · "A" EXPENSES</b>	<b>1,018,692.66</b>	<b>1,989,564.00</b>	<b>-970,871.34</b>	<b>51.2%</b>
<b>6000 · "B" EXPENDITURES</b>				
<b>6000-0 · "B" EXPENSES - ADMINISTRATIVE</b>				
<b>6000-00 · TRAVEL EXPENSE</b>				
6000-01 · Travel	3,334.63	40,000.00	-36,665.37	8.34%
<b>Total 6000-00 · TRAVEL EXPENSE</b>	<b>3,334.63</b>	<b>40,000.00</b>	<b>-36,665.37</b>	<b>8.34%</b>
<b>6010-00 · SUPPLIES/EQUIPMENT EXPENSE</b>				
6010-01 · Supplies/Equipment - Office	4,880.83	8,000.00	-3,119.17	61.01%
6010-02 · Supplies/Equipment - Parking	204.06	1,000.00	-795.94	20.41%
6010-03 · Supplies/Equipment - Computer	11,552.06	13,000.00	-1,447.94	88.86%
<b>Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE</b>	<b>16,636.95</b>	<b>22,000.00</b>	<b>-5,363.05</b>	<b>75.62%</b>
<b>6020-00 · INSURANCE</b>				
6020-01 · Insurance	52,409.00	55,920.00	-3,511.00	93.72%
<b>Total 6020-00 · INSURANCE</b>	<b>52,409.00</b>	<b>55,920.00</b>	<b>-3,511.00</b>	<b>93.72%</b>
<b>6030-00 · UTILITIES</b>				
6030-01 · Utilities - Gas/Terminal	3,887.00	15,000.00	-11,113.00	25.91%
6030-02 · Utilities - Gas/AOB & Cold Stor	3,409.00	4,700.00	-1,291.00	72.53%
6030-03 · Utilities - Elect./Runway&PAPI	4,624.45	6,000.00	-1,375.55	77.07%
6030-04 · Utilities - Elec./AOB & Cold St	5,344.11	8,100.00	-2,755.89	65.98%
6030-05 · Utilities - Electric/Terminal	32,443.92	56,000.00	-23,556.08	57.94%
6030-06 · Utilities - Telephone	8,991.95	17,200.00	-8,208.05	52.28%
6030-07 · Utilities - Water	539.67	11,000.00	-10,460.33	4.91%
6030-08 · Utilities - Garbage Removal	9,165.18	13,500.00	-4,334.82	67.89%
6030-09 · Utilities - Sewer	2,693.20	4,800.00	-2,106.80	56.11%
6030-11 · Utilities - Electric/Tower	3,729.56	5,800.00	-2,070.44	64.3%
6030-12 · Utilities - Elec./Brdfld.Hghl	392.07	400.00	-7.93	98.02%
6030-13 · Utilities - Elec. Exit Booth	1,067.55	2,200.00	-1,132.45	48.53%
6030-15 · Utilities - Elec/AWOS	1,981.34	3,800.00	-1,818.66	52.14%
6030-16 · Utilities - Elec. Wind Cone	61.56	150.00	-88.44	41.04%
6030-17 · Utilities - Elec./Gas- Hangar	3,350.09	3,500.00	-149.91	95.72%
6030-18 · Utilities - Lubricant Wst. Dspl	0.00	600.00	-600.00	0.0%
<b>Total 6030-00 · UTILITIES</b>	<b>81,680.65</b>	<b>152,750.00</b>	<b>-71,069.35</b>	<b>53.47%</b>
<b>6040-00 · SERVICE PROVIDER</b>				
6040-01 · Service Provider - General	0.00	0.00	0.00	0.0%
6040-02 · Service Provider - Term. Serv.	4,652.07	8,900.00	-4,247.93	52.27%
6040-03 · Service Provider - AOB Services	29,803.81	52,000.00	-22,196.19	57.32%
6040-04 · Service Provider-Ops./Airfield	14,240.00	16,000.00	-1,760.00	89.0%
<b>Total 6040-00 · SERVICE PROVIDER</b>	<b>48,695.88</b>	<b>76,900.00</b>	<b>-28,204.12</b>	<b>63.32%</b>
<b>6050-00 · PROFESSIONAL SERVICES</b>				
6050-01 · Professional Services - Legal	57,099.44	80,000.00	-22,900.56	71.37%

	Oct '21 - Apr 22	Budget	\$ Over Budget	% of Budget
6050-02 · Professional Serv. - Audit/Fina	57,575.45	70,000.00	-12,424.55	82.25%
6050-03 · Professional Services - Engineer	13,766.27	25,000.00	-11,233.73	55.07%
6050-04 · Professional Services - HR	3,530.00	12,000.00	-8,470.00	29.42%
6050-05 · Professional Services - Gen.	18,722.50	15,000.00	3,722.50	124.82%
6050-10 · Prof. Svcs.-IT/Comp. Support	41,274.55	80,000.00	-38,725.45	51.59%
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	11,872.87	4,000.00	7,872.87	296.82%
6050-15 · Prof. Serv.-Comm/Public Outreac	3,723.75	42,000.00	-38,276.25	8.87%
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	15,994.13	55,000.00	-39,005.87	29.08%
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%
<b>Total 6050-00 · PROFESSIONAL SERVICES</b>	<b>254,048.96</b>	<b>554,000.00</b>	<b>-299,951.04</b>	<b>45.86%</b>
<b>6060-00 · MAINTENANCE-OFFICE EQUIPMENT</b>				
6060-01 · Maint.-Office Equip./Gen.	0.00	0.00	0.00	0.0%
6060-04 · Maintenance - Copier	816.00	2,000.00	-1,184.00	40.8%
6060-05 · Maintenance - Phone	1,215.00	1,300.00	-85.00	93.46%
<b>Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT</b>	<b>2,031.00</b>	<b>3,300.00</b>	<b>-1,269.00</b>	<b>61.55%</b>
<b>6070-00 · RENT/LEASE OFFICE EQUIPMENT</b>				
6070-02 · Rent/Lease - Postage Meter	585.30	1,200.00	-614.70	48.78%
<b>Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT</b>	<b>585.30</b>	<b>1,200.00</b>	<b>-614.70</b>	<b>48.78%</b>
<b>6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E</b>				
6080-01 · Dues/Memberships	5,647.99	6,000.00	-352.01	94.13%
6080-04 · Publications	5,011.39	2,500.00	2,511.39	200.46%
<b>Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E</b>	<b>10,659.38</b>	<b>8,500.00</b>	<b>2,159.38</b>	<b>125.4%</b>
<b>6090-00 · POSTAGE</b>				
6090-01 · Postage/Courier Service	506.69	1,500.00	-993.31	33.78%
<b>Total 6090-00 · POSTAGE</b>	<b>506.69</b>	<b>1,500.00</b>	<b>-993.31</b>	<b>33.78%</b>
<b>6100-00 · EDUCATION/TRAINING</b>				
6100-01 · Education/Training - Admin.	0.00	10,000.00	-10,000.00	0.0%
6100-02 · Education/Training - OPS	5,540.39	14,000.00	-8,459.61	39.57%
6100-03 · Education/Training - ARFF	17,125.03	12,000.00	5,125.03	142.71%
6100-04 · Ed/Train. - ARFF Trienn. Drill	0.00	0.00	0.00	0.0%
6100-05 · Education - Noise Abatement	0.00	0.00	0.00	0.0%
6100-06 · Education - Security	250.75	3,000.00	-2,749.25	8.36%
6100-08 · Education/Training - HFD	0.00	5,000.00	-5,000.00	0.0%
<b>Total 6100-00 · EDUCATION/TRAINING</b>	<b>22,916.17</b>	<b>44,000.00</b>	<b>-21,083.83</b>	<b>52.08%</b>
<b>6101-00 · PUBLIC OUTREACH/COMMUNICATIONS</b>				
6101-01 · Advertising/Social Media/Sponso	21,134.44	35,000.00	-13,865.56	60.38%
6101-02 · Public Outr/Comm - Noise Abatem	0.00	500.00	-500.00	0.0%
6101-03 · Public Outr/Comm - SAAC	9,610.34	8,000.00	1,610.34	120.13%
<b>Total 6101-00 · PUBLIC OUTREACH/COMMUNICATIONS</b>	<b>30,744.78</b>	<b>43,500.00</b>	<b>-12,755.22</b>	<b>70.68%</b>
<b>6110-00 · CONTRACTS</b>				
6110-01 · Contracts - General	0.00	0.00	0.00	0.0%
6110-02 · Contracts - FMAA	24,000.00	42,000.00	-18,000.00	57.14%
6110-03 · Contracts - FBO/Fee Collection	0.00	0.00	0.00	0.0%
6110-16 · Contracts - Prkg Mngt Fee/Ops	88,092.59	262,000.00	-173,907.41	33.62%
6110-17 · Contracts - Landing Fee Equip.	12,875.00	15,000.00	-2,125.00	85.83%
6110-18 · Contracts - Vector Commissions	40,218.96	97,500.00	-57,281.04	41.25%
<b>Total 6110-00 · CONTRACTS</b>	<b>165,186.55</b>	<b>416,500.00</b>	<b>-251,313.45</b>	<b>39.66%</b>
<b>6130-00 · MISCELLANEOUS EXPENSES</b>				
6130-01 · Misc. - General	6,796.70	15,000.00	-8,203.30	45.31%
6130-02 · Misc. - Incident/Accident	0.00	0.00	0.00	0.0%
6130-19 · Misc. COVID-19	192.50	0.00	192.50	100.0%
6140-00 · Bank Fees	20,949.96	15,000.00	5,949.96	139.67%

	Oct '21 - Apr 22	Budget	\$ Over Budget	% of Budget
6140-01 · Merchant Fees	286.95	250.00	36.95	114.78%
6150-01 · Interest Exp. - Prkg. Lot Equip	0.00	0.00	0.00	0.0%
<b>Total 6130-00 · MISCELLANEOUS EXPENSES</b>	<b>28,226.11</b>	<b>30,250.00</b>	<b>-2,023.89</b>	<b>93.31%</b>
<b>Total 6000-0 · "B" EXPENSES - ADMINISTRATIVE</b>	<b>717,662.05</b>	<b>1,450,320.00</b>	<b>-732,657.95</b>	<b>49.48%</b>
<b>6001 · "B" EXPENSES - OPERATIONAL</b>				
<b>6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS</b>				
6500-01 · Supplies/Equipment - General	4,872.83	7,500.00	-2,627.17	64.97%
6500-02 · Supplies/Equipment - Tools	2,273.05	8,000.00	-5,726.95	28.41%
6500-03 · Supplies/Equipment-ClothingOps	1,584.94	3,500.00	-1,915.06	45.28%
6500-04 · Supplies/Equipment - Janitorial	12,131.97	22,000.00	-9,868.03	55.15%
<b>Total 6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS</b>	<b>20,862.79</b>	<b>41,000.00</b>	<b>-20,137.21</b>	<b>50.89%</b>
<b>6505-00 · EQUIP/VEHICLE - LEASE/RENTAL</b>				
6505-01 · Eq./Vehi Lease/Rental - General	87,559.16	90,000.00	-2,440.84	97.29%
<b>Total 6505-00 · EQUIP/VEHICLE - LEASE/RENTAL</b>	<b>87,559.16</b>	<b>90,000.00</b>	<b>-2,440.84</b>	<b>97.29%</b>
<b>6510-00 · FUEL/LUBRICANTS</b>				
6510-01 · General	34.08	0.00	34.08	100.0%
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%
<b>Total 6510-00 · FUEL/LUBRICANTS</b>	<b>31,739.88</b>	<b>55,000.00</b>	<b>-23,260.12</b>	<b>57.71%</b>
<b>6520-00 · VEHICLES/MAINTENANCE</b>				
6520-01 · R/M Equipment - General	5,592.11	19,000.00	-13,407.89	29.43%
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%
6520-09 · R/M Equip. - '96 Oshkosh Swp.	0.00	0.00	0.00	0.0%
6520-17 · R/M Equip. '01 Case 921 Ldr.	0.00	500.00	-500.00	0.0%
6520-18 · R/M Equip. - '97 Chevy Blazer	0.00	0.00	0.00	0.0%
6520-19 · R/M Equip. '02 Ford F-150 PU	0.00	0.00	0.00	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%
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	346.60	3,100.00	-2,753.40	11.18%
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	4,380.73	4,400.00	-19.27	99.56%
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	212.28	3,000.00	-2,787.72	7.08%
6520-52 · R/M Equip. - '22 MB4 Blower	72.44	1,000.00	-927.56	7.24%
<b>Total 6520-00 · VEHICLES/MAINTENANCE</b>	<b>18,720.61</b>	<b>95,650.00</b>	<b>-76,929.39</b>	<b>19.57%</b>
<b>6530-00 · ARFF MAINTENANCE</b>				
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	6,315.00	3,500.00	2,815.00	180.43%

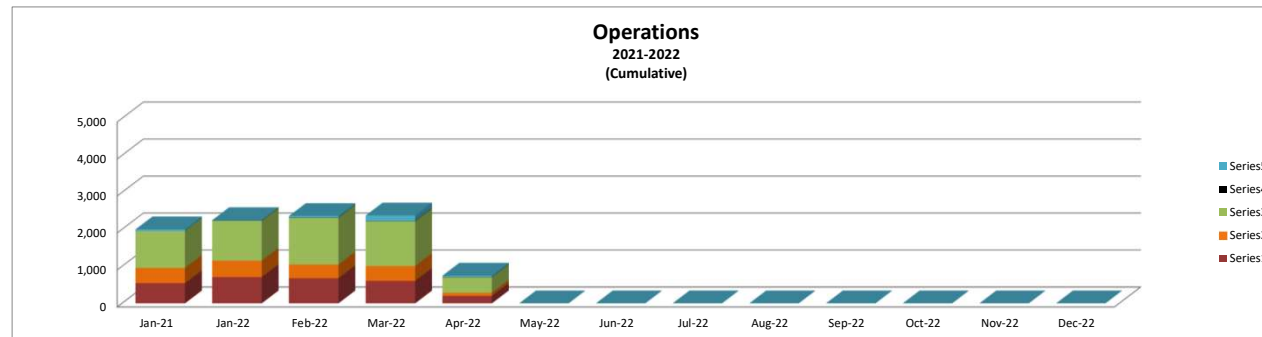
	Oct '21 - Apr 22	Budget	\$ Over Budget	% of Budget
6530-05 · ARFF MAint. - '03 E-One	2,422.47	2,500.00	-77.53	96.9%
6530-06 · ARFF Maint. - '20 Oshkosh Strik	508.58	1,000.00	-491.42	50.86%
<b>Total 6530-00 · ARFF MAINTENANCE</b>	<b>11,985.56</b>	<b>17,400.00</b>	<b>-5,414.44</b>	<b>68.88%</b>
<b>6540-00 · REPAIRS/MAINTENANCE - BUILDING</b>				
6540-01 · R/M Bldg. - General	-13.42	1,500.00	-1,513.42	-0.9%
6540-02 · R/M Bldg. - Terminal	86,186.61	110,000.00	-23,813.39	78.35%
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	11,756.86	15,000.00	-3,243.14	78.38%
6540-06 · R/M Bldg. - Hangars	0.00	5,000.00	-5,000.00	0.0%
6540-07 · R/M Bldg. - Tower	4,177.06	7,000.00	-2,822.94	59.67%
6540-08 · R/M Bldg. - Parking Booth	403.00	1,000.00	-597.00	40.3%
<b>Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING</b>	<b>103,686.04</b>	<b>143,500.00</b>	<b>-39,813.96</b>	<b>72.26%</b>
<b>6550-00 · REPAIRS/MAINTENANCE - AIRSIDE</b>				
6550-01 · R/M - General	4,600.54	8,000.00	-3,399.46	57.51%
6550-02 · R/M - Airfield/Runway	12,661.41	60,000.00	-47,338.59	21.1%
6550-03 · R/M - Airfield/Runway - Deice	74,010.06	120,000.00	-45,989.94	61.68%
6550-04 · R/M - Lights	12,430.65	15,000.00	-2,569.35	82.87%
<b>Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE</b>	<b>103,702.66</b>	<b>203,000.00</b>	<b>-99,297.34</b>	<b>51.09%</b>
<b>6551-00 · REPAIRS/MAINTENANCE - LANDSIDE</b>				
6551-01 · RM - General	648.75	1,000.00	-351.25	64.88%
6551-02 · R/M - Parking Lot	6,253.70	7,000.00	-746.30	89.34%
6551-03 · R/M - Landscaping	2,808.65	11,000.00	-8,191.35	25.53%
<b>Total 6551-00 · REPAIRS/MAINTENANCE - LANDSIDE</b>	<b>9,711.10</b>	<b>19,000.00</b>	<b>-9,288.90</b>	<b>51.11%</b>
<b>6560-00 · SECURITY EXPENSE</b>				
6560-01 · Security - General	4,664.09	22,000.00	-17,335.91	21.2%
6560-02 · Security - Law Enf. Offi. (LEO)	4,174.00	10,000.00	-5,826.00	41.74%
6560-03 · Security - Subscription Licen.	35,179.40	61,665.00	-26,485.60	57.05%
6560-04 · Security - Perim./Access/CCTV	4,388.02	18,000.00	-13,611.98	24.38%
6560-05 · Security - Professional Serv.	4,025.00	10,900.00	-6,875.00	36.93%
6560-06 · Security - Prof. Services/IT	0.00	0.00	0.00	0.0%
<b>Total 6560-00 · SECURITY EXPENSE</b>	<b>52,430.51</b>	<b>122,565.00</b>	<b>-70,134.49</b>	<b>42.78%</b>
<b>6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU</b>				
6570-01 · R/M Aeronautical Equip - NDB/DME	6,472.60	10,000.00	-3,527.40	64.73%
6570-02 · R/M Aeronautical Equip. - Tower	4,599.62	8,000.00	-3,400.38	57.5%
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	7,568.47	8,500.00	-931.53	89.04%
6570-05 · R/M Aeron. Equip/- Aircraft Ca	0.00	0.00	0.00	0.0%
<b>Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU</b>	<b>18,640.69</b>	<b>26,500.00</b>	<b>-7,859.31</b>	<b>70.34%</b>
<b>Total 6001 · "B" EXPENSES - OPERATIONAL</b>	<b>459,039.00</b>	<b>813,615.00</b>	<b>-354,576.00</b>	<b>56.42%</b>
<b>Total 6000 · "B" EXPENDITURES</b>	<b>1,176,701.05</b>	<b>2,263,935.00</b>	<b>-1,087,233.95</b>	<b>51.98%</b>
<b>7000 · "C" EXPENSES</b>				
<b>7001-00 · CAPITAL EXPENDITURES</b>				
7001-01 · Land	0.00	0.00	0.00	0.0%
7001-02 · Buildings and Improvements	0.00	150,000.00	-150,000.00	0.0%
7001-03 · Airfield & General Improvements	165,496.56	1,485,000.00	-1,319,503.44	11.15%
7001-04 · Office Equipment	0.00	0.00	0.00	0.0%
7001-05 · Maintenance Equipment /Vehicle	2,900.00	50,000.00	-47,100.00	5.8%
7001-06 · Assessments/Plans/Studies	54,495.53	99,000.00	-44,504.47	55.05%
7001-08 · Federal Grant Equipment	0.00	0.00	0.00	0.0%
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%
<b>Total 7001-00 · CAPITAL EXPENDITURES</b>	<b>1,510,554.04</b>	<b>4,322,213.00</b>	<b>-2,811,658.96</b>	<b>34.95%</b>
<b>7548-00 · AIP '48 EXPENSE - LAND ACQU</b>				
7548-01 · AIP '48 - Eligible	1,190.00	0.00	1,190.00	100.0%

	Oct '21 - Apr 22	Budget	\$ Over Budget	% of Budget
7548-02 · AIP ' 48 - Non-Eligible	0.00	0.00	0.00	0.0%
Total 7548-00 · AIP '48 EXPENSE - LAND ACQU	1,190.00	0.00	1,190.00	100.0%
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	59,860.95	0.00	59,860.95	100.0%
Total 7550-00 · Terminal Area Plan (TAP)	59,860.95	0.00	59,860.95	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	383,731.75			
Total 7553-00 · AIP '53 - Rehab RW, TW & Apron	383,731.75			
7556-00 · AIP '56 - Rehab Runway Phase 2				
7556-01 · AIP '56 - Eligible	1,629,766.64			
Total 7556-00 · AIP '56 - Rehab Runway Phase 2	1,629,766.64			
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%
8501-00 · CIP - General - Other	0.00	0.00	0.00	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	7,182.00	0.00	7,182.00	100.0%
Total 8502-00 · Land Acq - Approach Protection	7,182.00	0.00	7,182.00	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	23,322.74			
Total 8505-00 · CIP 05-2021 GHG Emissions Inven	23,322.74			
Total 8500-00 · Capital Imp. Program (CIP)	638,081.74	16,727,000.00	-16,088,918.26	3.82%
Total 7000 · "C" EXPENSES	4,226,151.73	21,049,213.00	-16,823,061.27	20.08%
Total 5000 · EXPENDITURES	6,421,545.44	25,302,712.00	-18,881,166.56	25.38%
Total Expense	6,421,545.44	25,302,712.00	-18,881,166.56	25.38%
Net Ordinary Income	-2,211,589.92	1,708,814.00	-3,920,403.92	-129.42%
Net Income	-2,211,589.92	1,708,814.00	-3,920,403.92	-129.42%

**Friedman Memorial Airport  
April 2022**

ATTACHMENT 3

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	748
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	7,736



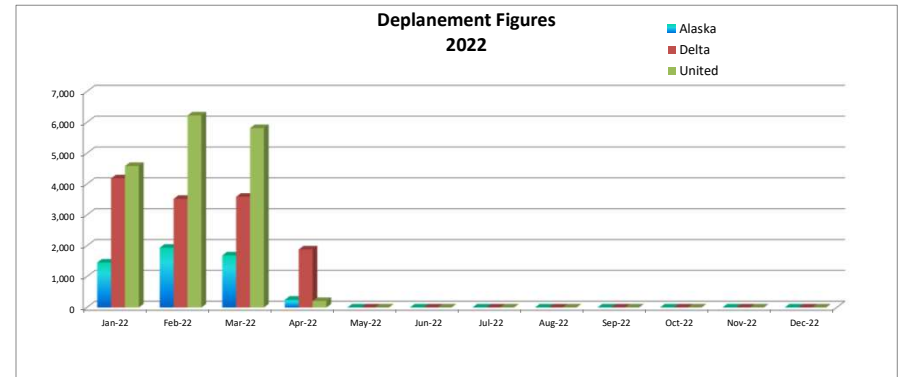
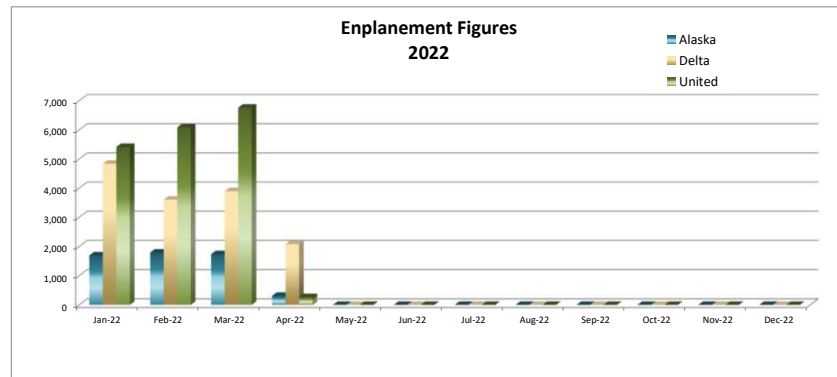
ATCT Operations Change (April 2021 vs. April 2022)			
	2022	2021	% Change
Air Taxi	203	378	-46.3%
Air Carrier	85	202	-57.9%
General Aviation	418	938	-55.4%
Military	4	0	0.0%
Civil	38	72	-47.2%
Total	748	1,590	-53.0%
YTD Total	7,736	8,288	-6.7%

**Friedman Memorial Airport  
April 2022**

ATTACHMENT 4

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%
Apr-22	298	11	309	127	143%	2,055	27	2,082	3,960	-47%	200	67	267	0	100%	2,658	4,087	-35.0%
Totals	5,413	123	5,536	5,488	1%	14,247	173	14,420	15,905	-9%	18,313	213	18,526	6,610	180%	38,482	28,003	37.4%

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%
Apr-22	246	6	252	96	100%	1,844	37	1,881	3,270	-42%	151	60	211	0	100%	2,344	3,366	-30.4%
Totals	5,212	122	5,334	4,856	10%	12,987	193	13,180	14,664	-10%	16,649	193	16,842	5,609	200%	35,356	25,129	40.7%

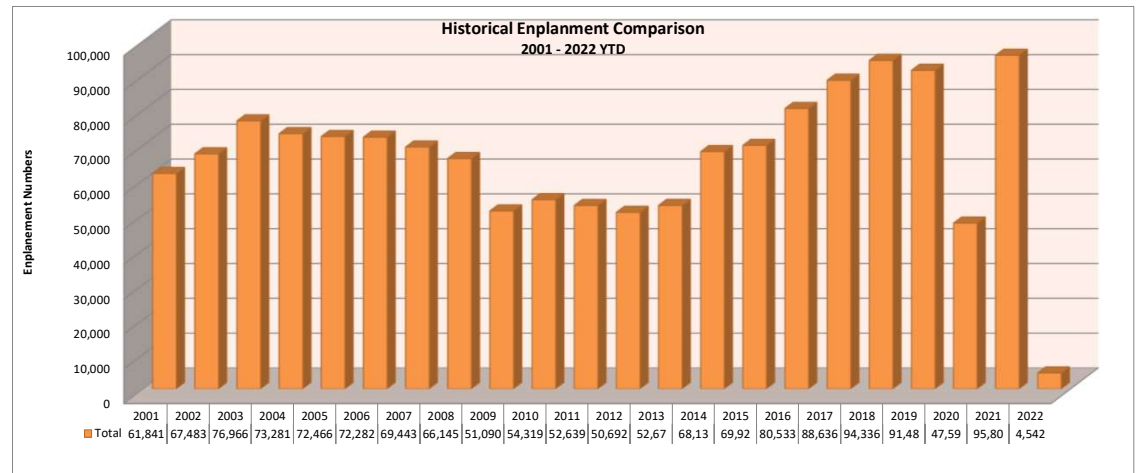
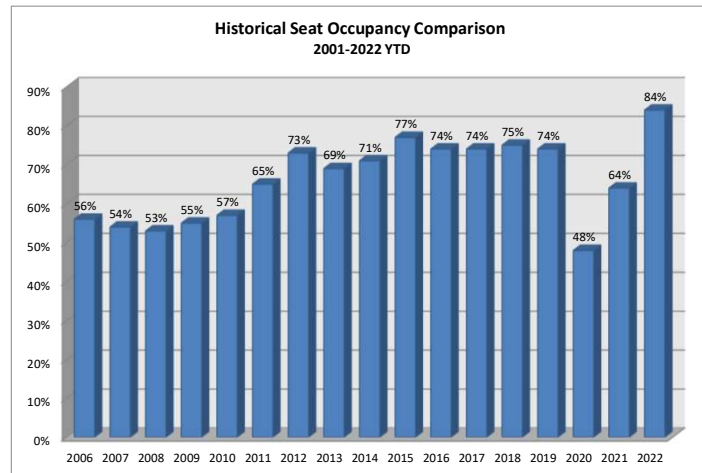




**Friedman Memorial Airport  
April 2022**

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%
Apr-22	5	380	309	81%	35	2,450	2,082	85%	4	280	267	95%	3,110	2,658	85%	-55%	-35%	26%
<b>Totals</b>	<b>89</b>	<b>6,764</b>	<b>5,536</b>	<b>82%</b>	<b>238</b>	<b>16,702</b>	<b>14,420</b>	<b>86%</b>	<b>319</b>	<b>22,396</b>	<b>18,526</b>	<b>83%</b>	<b>45,862</b>	<b>38,482</b>	<b>84%</b>	<b>-12%</b>	<b>37%</b>	<b>30%</b>

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



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**From:** Neil Jessen <sunvalleyadvisorsneil@gmail.com>  
**Sent:** Monday, May 02, 2022 1:26 PM  
**To:** Chris Pomeroy  
**Subject:** Airport relocation

Hi Chris,

For the record, I live in Hailey and really have enjoyed the lack of airport noise in the area for the last two weeks. I believe we have already decided to move the airport and already picked a new location. This seems like a good time to get the ball rolling and start to work on the relocation. Thank you. Neil Jessen

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**From:** Billy <wilfrahug@cox.net>  
**Sent:** Monday, May 02, 2022 11:52 AM  
**To:** Angenie McCleary; MDavis@house.idaho.gov ; mdavis@co.blaine.id.us; Chris Pomeroy; ms.sarahmichael@gmail.com; kriswirth@gmail.com; Greg Travelstead; Peter Lobb; Richard Stopol; Tom Bergin; Jenny Emery-Davidson; daveyten7@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; Christen.Cromer@aspeninstitute.org; Kalissa.Hendrickson@aspeninstitute.org; Stephenie.Mauren@aspeninstitute.org; allison.perry@aspeninstitute.org; cristal.logan@aspeninstitute.org; philip.rucker@washpost.com; editorial@nytimes.com ; letters@nytimes.com ; oped@nytimes.com ; senator@durbin.senate.gov; senator@hirono.senate.gov; senator@booker.senate.gov; senator@klobuchar.senate.gov; senator@brown.senate.gov; senator@warren.senate.gov; senator@tester.senate.gov; Christopher Hollins; senator@sanders.senate.gov; senator@murphy.senate.gov; feedback@own.tv; editorialboard@mtexpress.com ; Greg Foley; mgriffith@sunvalleyidaho.gov; Christopher Seldon; W.R.Weekly Publisher  
**Subject:** relocation yes, expansion no!

Friends and Neighbors,

Even those opposed to moving the airport for their own selfish personal interests have admitted there would be ZERO impacts on the tourist economy from relocating the airport a short distance south, with the added benefit of totally eliminating diversions. No, this is only about conceited, self-centered human beings and their private aircraft who don't give a rat's rear end about the servant class in Woodside and Bellevue they are poisoning with Jet-A fuel exhaust while callously disrupting their lives.

This expansion effort is simply another lie from the local establishment in a blatant attempt to *permanently anchor* the airport in Hailey after the decision to relocate Friedman has already been made by officials who were not corrupt. The FMAA Board are nothing more than toadies of the economic aristocracy and the real estate industry, simply *servants of greed* just like elected officials at every other level of government, the *italicized* text below from the most knowledgeable source in the valley on this airport issue.

Relocating the airport would create the 'North Magic Valley Regional Airport' and no doubt prove an economic driver and hub for the area economy, organically providing an expanding inventory of workforce housing built in surrounding communities. Ground travel from just south of Timmerman much shorter in time and distance than most resort areas.



Local efforts at meeting demand for workforce housing will never even come close to keeping up, as the labor shortage is state and nationwide. A large percentage of the people moving here do not work and will continue to gobble up any housing inventory created, while also substantially increasing demand for units of labor, workers, a number quickly outstripping any of those inadequate local efforts at increasing the supply workforce housing.

Contrary to another false narrative, all those migrating from California to Idaho did so not in response to Covid, which was simply a trigger, but motivated primarily by tax avoidance. Let's see how that works out when boom turns to bust, and the short term economic benefits vanish while the ballooning demand for natural and human resources remains. The buffoon Republican Governor too stupid to realize this *malignant growth* agenda is exactly the Californication Idahoans have condescendingly sneered at for decades. And yet he is the still the best option in a one-party state that would elect a Republican serial killer before a Democrat.

An uninspired local establishment listening only to the real estate industry and SVED were led to believe *malignant growth* was the answer to all our problems. How has that worked out for the rest of us and those officials who are not corrupt struggling to find solutions created by this mindless agenda?

For those who are not *directly impacted* by the disruption of their lives and contamination of the air they breathe by operations at Friedman, please, just shut up. Your opinion in this debate over airport *expansion* versus *relocation* is entirely irrelevant. Is twenty minutes such a huge inconvenience for the economic aristocracy they are willing to completely compromise the health, safety, and quality of life of children in Woodside and Bellevue without even bothering to ask their parents if this is okay?!

I appreciate Angenie stepping up for another year of service on The Board of Health. If she really cares about the health of valley citizens she will actually *walk the talk* and step up and *lead* on airport relocation. Given her new adventures in parenting, how would she feel if she were subjected to all the disturbance from exponentially increasing air traffic in her backyard with her son spending his days breathing all those toxic fumes?!

The attitudes of the *entitled* and *privileged* allowing them to simply *presume* it is acceptable to contaminate and disrupt the lives of others while also completely defeating any efforts locally to diminish carbon in the atmosphere simply for their own personal convenience, are both archaic and pathetic. Private aircraft and fractional air service represent a massively disproportionate assault on this planet's atmosphere by those consumed by the *obsession with self*, refusing to even consider the health, safety, and welfare of others.

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 the corrupt, self-serving agenda of the economic aristocracy and real estate industry.

*"Bill Sailor, who was Sun Valley Company's director of visitor affairs at the time, testified at a forum 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. The Dick Fentons of this world and the real estate industry could care less about the good of anyone other than themselves."*

Move the airport. If the local establishment refuses to do so it will reveal the corrupt economic paradigm institutionalized in DC for over forty years to create wealth for an elite minority, motivated exclusively by greed, has clearly contaminated the Wood River Valley, the continuing delusions from the IME about a "blue island" has now become misinformation worthy of FOX News.

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 composed 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.

Relocating the airport south of Timmerman would have massive collateral benefits including expanding the menu of workforce housing options. A free park and ride from an airport with unlimited free parking would incentivize many commuting from the south to leave their cars and take the bus. With the largest wind farm in the country proposed for the high desert east of Dietrich, an electric fleet from the Mountain Rides Bus Barn in Bellevue saves both money and carbon.

The rapid gentrification and malignant growth engineered by a clueless, short-sighted valley establishment, apparently absent of any creative intellect or capacity for critical thinking, continues to habitually do the same thing over and over again expecting different results, money the only variable considered in the same old tired, failed equation constructed by greedy developers and the elected officials they own.

Moving the airport creates unlimited opportunities to adapt with improved agility to a rapidly growing regional economy spurred by an artificially accelerated increase in population as the exodus



from beleaguered California continues. The pain is in not in the change, but in the resistance to that change. I guess everyone around here is too old to meet such a challenge, so apparently the FMAA Board will decide to continue to use Friedman to gas and torture residents of Woodside and Bellevue with the swarm of private aircraft now flying into Atlantic Aviation, making all the phony lament about climate change locally, and caring about workers, absolute *hypocrisy*.

**YOU MUST EMAIL LETTERS AND COMMENTS TO:**

[chris@iflysun.com](mailto:chris@iflysun.com)

**Tuesday, May 3rd, 2022 - 5:30 PM - ONLINE MEETING!**

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

William F. Hughes

Hailey

P.S. Chris P. Please enter into the public record.

P.P.S. - addendum - Saturday, in talking to my neighbor across the fence, he indicated problems in the financial markets, about which he is required to be attentive. In *Evil Geniuses* by Kurt Anderson, Mr. Anderson identifies the objective of Hedge Fund Swine and Private Equity Pirates is to strip-mine as much wealth from the economy as rapidly as possible, like the real estate industry locally with a huge assist from local officials. The fastest way to do this is to convert intangible assets (e.g. mortgage securities CDOs) into financial instruments, the very definition of crypto-currency. These are the kind of people FMAA Board represents, not the citizens living across the street from Friedman with lives severely impacted by rapidly increasing air traffic. *Integrity has no value because it cannot be monetized.*

---

**From:** Billy <wilfrahug@cox.net>  
**Sent:** Monday, May 02, 2022 5:27 PM  
**To:** Angenie McCleary; MDavis@house.idaho.gov ; ms.sarahmichael@gmail.com; Chris Pomeroy  
**Subject:** comment

Chris,

One of my neighbors went onto the "ifly" website and said all he could find was stuff from 2015. I hope public comment sent to your email address is eventually posted. I will take a look tomorrow.

Isn't this rain wonderful? And without all the racket from Friedman and with all the birds consumed in the rapture of mating ritual fires, my yard in the morning sounds like a nature documentary rather than the conclusion of Die Hard II, which the presence of FMA in Hailey plays in an endless loop.

Way past time to move the airport!

billy

P.S. *Please* enter into the Public Record, *thanks!*



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**From:** Billy <wilfruhug@cox.net>  
**Sent:** Thursday, May 05, 2022 3:12 PM  
**To:** Chris Pomeroy; kriswirth@gmail.com; Greg Travelstead; Peter Lobb; Richard Stopol; Tom Bergin; daveyten7@gmail.com ; B C Young; Jim Foudy; Keith Roark; kerl@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  
**Subject:** Fw: sad irony!

Chris P. - Please enter into the public record.

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

From: "Billy" <wilfruhug@cox.net>  
To: "senator@durbin.senate.gov" <senator@durbin.senate.gov>; "senator@hirono.senate.gov" <senator@hirono.senate.gov>; "senator@booker.senate.gov" <senator@booker.senate.gov>; "senator@klobuchar.senate.gov" <senator@klobuchar.senate.gov>; "senator@brown.senate.gov" <senator@brown.senate.gov>; "senator@warren.senate.gov" <senator@warren.senate.gov>; "senator@tester.senate.gov" <senator@tester.senate.gov>; "Christopher Hollins" <christopherghollins@gmail.com>; "senator@sanders.senate.gov" <senator@sanders.senate.gov>; "senator@murphy.senate.gov" <senator@murphy.senate.gov>; "ktershel@supremecourt.gov" <ktershel@supremecourt.gov>; "pio@supremecourt.gov" <pio@supremecourt.gov>; "pmccabe@supremecourt.gov" <pmccabe@supremecourt.gov>; "swatson@supremecourt.gov" <swatson@supremecourt.gov>; "Christen.Cromer@aspeninstitute.org" <Christen.Cromer@aspeninstitute.org>; "Kalissa.Hendrickson@aspeninstitute.org" <Kalissa.Hendrickson@aspeninstitute.org>; "Stephenie.Mauren@aspeninstitute.org" <Stephenie.Mauren@aspeninstitute.org>; "allison.perry@aspeninstitute.org" <allison.perry@aspeninstitute.org>; "cristal.logan@aspeninstitute.org" <cristal.logan@aspeninstitute.org>; "philip.rucker@washpost.com" <philip.rucker@washpost.com>; "editorial@nytimes.com" <editorial@nytimes.com>; "letters@nytimes.com" <letters@nytimes.com>; "oped@nytimes.com" <oped@nytimes.com>; "feedback@own.tv" <feedback@own.tv>; "betsy@writersontherange.com" <betsy@writersontherange.com>; "Alyssa Pinkerton" <alyssap@hcn.org>; "jennifer.sahn@hcn.org" <jennifer.sahn@hcn.org>; "jonathan@hcn.org" <jonathan@hcn.org>; "senator@whitehouse.senate.gov" <senator@whitehouse.senate.gov>; "Vice President Kamala Harris" <info@contact.joe Biden.com>; "team@email.lucaskunze.com" <team@email.lucaskunze.com>; "Team Benson" <jocelyn@votebenson.com>; "christopherlhayes@gmail.com" <christopherlhayes@gmail.com>; "robert.costa@washpost.com" <robert.costa@washpost.com>; "robert@imcivicaaction.org" <robert@imcivicaaction.org>; "dccc@dccc.org" <dccc@dccc.org>; "Amanda Sands" <info@abbyfinkenauer.com>; "info@dsc.orgnews" <info@dsc.orgnews>; info@trevornoahfoundation.org; "Angenie McCleary" <AMcCleary@co.blaine.id.us>; "mdavis@co.blaine.id.us" <mdavis@co.blaine.id.us>;



"[ms.sarahmichael@gmail.com](mailto:ms.sarahmichael@gmail.com)" <[ms.sarahmichael@gmail.com](mailto:ms.sarahmichael@gmail.com)>; "Jenny Emery-Davidson" <[jedavidson@comlib.org](mailto:jedavidson@comlib.org)>; "[jimasv@cox.net](mailto:jimasv@cox.net)" <[jimasv@cox.net](mailto:jimasv@cox.net)>

Sent: 5/4/2022 1:46:17 PM

Subject: sad irony!

So Oprah,

Perhaps in a way amusing that I have been naively appealing to you to use your considerable influence to help relocate the toxic airport contaminating Hailey, Idaho. It has outgrown its current location and is disproportionately disrupting and poisoning the lives of the residential neighborhoods of working citizens, half of whom are POC. Sadly ironic that I have been making this appeal while apparently you are or soon will be part of the problem, as someone indicated you have plans for a palace in Sun Valley.

Of course, you probably don't really give a rat's rear end about the environmental injustices inflicted on underprivileged communities, clearly more talk than walk. Demi Moore's lawsuit to prohibit river access another of the many local injustices inflicted on locals by the economic aristocracy. *All the money has certainly cheapened the character of our fair valley!*

Perhaps in my last attempt at communication you read about why when the decision has already been made to move the airport, corrupt local officials are doing everything they can through expansion to anchor it permanently in Hailey. If not, the following three paragraphs are from something I already sent you.

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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 an exchange of emails with an *honest* individual possessing *integrity* far better informed on the airport and aware of associated history than any of the current members of the FMAA Board sadly representing the corrupt, self-serving agenda of the economic aristocracy and real estate industry.

*"Bill Sailor, who was Sun Valley Company's director of visitor affairs at the time, testified at a forum 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 in Hailey. 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. The Dick Fentons of this world and the real estate industry could care less about the good of anyone other than themselves."*

---

Oprah, the gentrification you represent has forced a huge number of working citizens out of the valley, and now your private aircraft will bombard those remaining in Woodside and Bellevue with Jet-A fuel exhaust and further contribute to the sustained screeching of private and fractional service jet aircraft. No peace for these citizens and certainly no justice.

The systemic corruption of government in an email I sent you and others this morning, plainly manifests locally in the corrupt expansion of an airport no longer compatible with residential neighborhoods in Hailey.

I hope you choose to be part of the solution and help in moving the airport a short distance south, rather than being part of the problem in permanently anchoring the airport in an entirely inappropriate location ruining the lives of so many.

William F. Hughes  
Hailey, Idaho

**INTEGRITY HAS NO VALUE BECAUSE IT CANNOT BE MONETIZED.**

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**From:** Billy <wilfrahug@cox.net>  
**Sent:** Thursday, May 12, 2022 1:22 PM  
**To:** Chris Pomeroy  
**Subject:** airport relocation  
**Attachments:** privilege, greed , and corruption.....conservative values!.eml

Chris Pomeroy,

Please enter the attached document into the public record.

Thank you,

William F. Hughes  
Hailey

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**From:** Billy <wilfraug@cox.net>  
**Sent:** Wednesday, May 11, 2022 3:22 PM  
**To:** senator@durbin.senate.gov; senator@hirono.senate.gov; senator@booker.senate.gov; senator@klobuchar.senate.gov; senator@brown.senate.gov; senator@warren.senate.gov; senator@tester.senate.gov; Christopher Hollins; senator@sanders.senate.gov; senator@murphy.senate.gov; ktershel@supremecourt.gov; pio@supremecourt.gov; pmccabe@supremecourt.gov; swatson@supremecourt.gov; Christen.Cromer@aspeninstitute.org; Kalissa.Hendrickson@aspeninstitute.org; Stephenie.Mauren@aspeninstitute.org; allison.perry@aspeninstitute.org; cristal.logan@aspeninstitute.org; philip.rucker@washpost.com; editorial@nytimes.com ; letters@nytimes.com ; oped@nytimes.com ; feedback@own.tv; betsy@writersontherange.com; Alyssa Pinkerton; jennifer.sahn@hcn.org; jonathan@hcn.org; senator@whitehouse.senate.gov; Vice President Kamala Harris; team@email.lucaskunce.com; Team Benson; christopherlhayes@gmail.com; robert.costa@washpost.com; robert@imcivicaaction.org; dccc@dccc.org; Amanda Sands; info@dsc.orgnews; info@trevornoahfoundation.org; Angenie McCleary; mdavis@co.blaine.id.us; heidi.husbands@haileycityhall.org ; ms.sarahmichael@gmail.com; Jenny Emery-Davidson; jimasv@cox.net; kurtandersenemail@gmail.com; support@salon.com; stoone@house.idaho.gov ; NBurns@house.idaho.gov; hymy1@q.com; sboettger@woodriverlandtrust.org ; keri@woodriverlandtrust.org; Keith Roark; Jim Foudy; proutyjp@gmail.com; christopherlhayes@gmail.com; kisis@cox.net; perez\_g2@denison.edu; gordo44@cox.net; chiefcaballero@gmail.com; bobclosser@gmail.com; heatheruptmor@hotmail.com; ALPINE TREE SERVICE, INC.; fafairfax@aol.com; Byron Meador; Tom Bergin; Billy; B C Young; Jim Williams; gstinnett@co.blaine.id.us; Ben Worst; Greg Travelstead; Janet Carter; Mary Roberson; Peter Lobb; Richard Stopol; John Whipple; daveyten7@gmail.com ; don.lemon@cnn.com; donor-events@wikimedia.org; editorial@nytimes.com ; info@emailactionnetwork.org; faa-air21@faa.gov; Greg via FFP; Rep. Mike Simpson; sara.cannon@mail.house.gov ; correspondence\_reply@crapo.senate.gov; tours@risch.senate.gov ; The Juggernaut Project; Len Harlig; letters@nytimes.com ; lawrence@msnbc.com ; Women's March Team via LeftNet; Rachel@msnbc.com; oped@nytimes.com ; reglorn@cox.net; nick.p.gilman@gmail.com ; Team Progress America; contact@perfectunion.us; media@lincolnproject.us; valeriehayes@boisestate.edu; Smalls\_411@yahoo.com; yebbie.watkins@mail.house.gov; Yarit Rodriguez & Paige McMahon, Planned Parenthood Votes Northwest and Hawai'i; ivanbeanny@gmail.com; press@obama.org  
**Subject:** privilege, greed , and corruption.....conservative values!

FMAA Board and Fellow Citizens,

Old man winter may be in retreat, but has fired a shot back over his shoulder in that process, and didn't need a military assault weapon to do so. Inclined to remain indoors, I spent some time at the keyboard Monday and Tuesday to process my emotions around this unusual space in time.

Each day as my personal consciousness shifts emotional locations I go back and look at what I have written. I read this after I finished up yesterday and did not like how it began, so I will try again.



With the fever dreams of Covid now loosening their grip on the collective consciousness of our country, the **reality** replacing this nightmare which killed a million citizens doesn't appear to be much of an improvement, as attempts from the right to destroy our democracy continue to be *organized* in service of the conservative oligarchs now owning the Republican Party and heavily funding its *organized madness* to strip Constitutional Rights and Voting Rights from citizens living in red states, and later everyone else.

Moscow Mitch's objective articulated yesterday is to make such retrograde policy carefully patterned after Twelfth-Century, patriarchal, feudal social structure the national paradigm. Ancient, decadent, conservative, white, male Republicans in the Senate doubling down on their total failure at policy and governance, and unable to simply let go. Republicans need to stop obstructing forward movement at a time this country desperately needs *solutions*.

Moscow Mitch, *please*, just put on some Depends, get out of the way, and let the women who are so inclined clean up the disaster you and the Republican Party have made of everything. In your attempt to destroy our democracy at the bidding of the oligarchs, you and Idaho's Republican Senators continue babbling incoherently about state sovereignty, apparently forgetting that the the first Republican President had to take command over a bloody, brutal Civil War **to preserve the Union**, which took the lives of 620,000 Americans. Some toxic Republicans in the Congress are openly advocating for such an atrocity today. January 6th revealed just how contaminated the Republican Party has become, still being held hostage by a rancid piece of human garbage and the fascist propaganda machine of Rupert Murdoch.

Also yesterday, I listened to an argument by a liberal pundit suggesting that prosecuting a former President for serial felony criminal violations including *sedition conspiracy* might be inflammatory, weakly and unconvincingly advising against it, straddling the moral fence as many such invertebrates are often inclined. The absence of any conviction with regards to 'Rule of Law' is why it no longer exists, or is easily manipulated by those who can afford an army of attorneys to deliver any preferred outcome desired along with even more unearned investment wealth funneled into the pockets of the economic aristocracy.

The Federalist Society funded by such Evil Geniuses as the Scaifes, Kochs, and Mercers, with the help of Moscow Mitch, now *owns* a hyper-partisan, conservative SCOTUS constructed through the systematic corruption of the nomination and confirmation processes by Moscow Mitch to seat three Republican political hacks on the court to compliment Alito and Thomas, whose wife was serving as the QAnon liaison with the Trump White House.

Federalist Society Architect Leonard Leo was apparently part of the Trump transition team after he won the election in 2016. Q: Transition to what?! A: A Fascist Dictatorship of course! Didn't quite get there with the attempts to seat an alternative slate of electors, Pence wisely refusing cooperation, so a violent insurrection was aimed at the Capitol the day of election certification, a coup in hopes of changing the outcome of a free and fairly conducted election.



HEAVEN FORBID THE PRESIDENT, OFFICIALS, AND MEMBERS OF CONGRESS HELPING ENGINEER THE EVENTS OF JANUARY 6TH ARE EVER HELD **ACCOUNTABLE**, IT MIGHT DISTURB THE CULTURE OF PRIVILEGE, GREED, AND CORRUPTION WE HAVE WORKED SO HARD TO ESTABLISH OVER THE PAST FORTY YEARS!

My deepest sympathies to the fine ladies on the Supreme Court, particularly Ketanji Brown Jackson, who have to sit each and every day in the "STENCH" resulting from the complete contamination of their workplace by right-wing zealots who couldn't give a rat's rear end about *justice*. Perhaps the good ladies should call OSHA and request an investigation and efforts toward remediation, that is if that particular regulatory agency which might perhaps interfere with profits even still exists.

The oligarchs *owning* the Republican Party have been heavily engaged in weaponizing a minority thirty percent of the population by aggressively constructing deep division primarily along racial lines in an all-out effort to perpetuate minority power. Their propaganda machine has exploited the worst tribal inclinations of their base which include bigotry, hatred, and intolerance, as part of an effort to consolidate power and ram their Authoritarian agenda down the throats of the majority seventy percent of the population.

In the late 80s and early nineties, the Wood River Valley had Aussies and Kiwis in abundance, overstaying their visas and working and playing in the Northern Rockies. Some were conservative and some were liberal, but each and every one of them identified Rupert Murdoch as a *fascist propagandist*, fascism defined in my 1985 American Heritage Dictionary as "A system of government that exercises a dictatorship of the extreme right, typically through the merging of state and business leadership, together with belligerent nationalism." A profoundly accurate definition of the Republican agenda.

So, parallel to the time of the Trump Presidency our fair valley also suffered from an aggressive, self-serving agenda of extremely wealthy real estate developers also fronted by a megalomaniac, *merging state and business leadership*, driven to get their way no matter what, in this case instant and automatic approval of their real estate development applications with whatever waivers and variances and added density they might desire, served up on a silver platter, any municipal code governing the review process butchered, circumvented, or simply ignored. A perfect reflection of the national political economy systematically corrupted over the past forty years to prioritize exclusively shareholder value.

The Publisher of our local weekly managed to keep the paper going through the Covid crisis, quite an accomplishment. Though banished from comment, I have taken issue in these emails with her identification of our fair valley as an island of *blue* in the *reddest* of states, Idaho. *Denial* is often employed by humans confronted by very challenging circumstances where *survival* is the singular motivation, most local weeklies in smaller communities already victims lost to the digital age.

Anyway, out of kindness I won't call this Publisher *delusional* for insisting our fair valley is *blue*. But all the billionaires and celebrities moving here and establishing Idaho as their primary residence are doing so for *tax avoidance* purposes as Idaho and Wyoming have become the Cayman Islands of the



Northern Rockies (Google 'Pandora Papers-Wyoming'). Blaine County Democrats are *at best* Manchin/Sinema Democrats as this missive will clearly reveal.

***Now the segue to yesterday's text focused on the relocation of an airport which has outgrown its current location established over 90 years ago. The malign influence of a local real estate industry has effectively lobbied the local officials they own for expansion of that airport in service of their billionaire clients, part of an effort to PERMANENTLY ANCHOR this airport in Hailey when a decision to move the airport has already been made. The CONVENIENCE of the economic aristocracy taking precedent over the health, safety, quality of life, and welfare of citizens in Woodside (HAILEY) and Bellevue.***

***WOULD ONE OF YOU GOOD CITIZENS ACTING IN AN ELEVATED OFFICIAL CAPACITY IN WASHINGTON DC PLEASE FORWARD THIS EMAIL TO SECRETARY OF TRANSPORTATION PETE BUTTIGIEG, JUSTICE KETANJI BROWN JACKSON, MERRICK GARLAND, AND JOHN ROBERTS IF YOU CAN FIND WHATEVER UNSTABLE LEGAL FENCE THE CHIEF JUSTICE FINDS HIMSELF STRADDLING TODAY.***

Any current analysis and review of real estate development applications no longer even bother to consider *planning* for future impacts on traffic, the availability of water, sewage capacity, and increased demand on protection services, etc. Any thoughtful *planning* entirely abandoned in Hailey, replaced by Horowitz's P&Z *rubber stamp*.

Calculation and assessment of development impact fees through *detailed financial analysis* demanded by Municipal Code were butchered from the Annexation Ordinance by the corrupt tools of a corrupt local establishment owned by real estate interests. This pattern of *privilege, greed, and corruption* identical to that of an ancient, white, male, Republican Senate serving the ultra-conservative oligarchs demanding the corruption of the SCOTUS through the confirmation of three political hacks to overturn Roe v Wade. Yes, two entirely different objectives, but using the identical blueprints *merging state and business leadership* to achieve them. This MERGING OF STATE AND BUSINESS LEADERSHIP (again, please Google caps!) is the primary characteristic of fascism, whether locally or nationally.

Except for individuals representing real estate interests with a desire to extract benefit from the systemic corruption at Hailey City Hall, the public quit participating in the development review process when it became obvious that any related decisions had already been made behind closed doors. This *farce* as the development review process has become to be known by citizens who are neither lemmings nor inclined to drink the KoolAid, much less swallow all the *lies* and *deceit* being served up at a Hailey City Hall sadly contaminated by Fritz. The residue of that contamination, the current mayor and former Community Development Director, Horowitz, now the recently appointed City Administrator, still lingering. The concept along with the practice of a legitimate HR process, abandoned long ago to install sycophants acting as *servants of greed*.

By all means *rubber-stamp* the 48 units on less than 3/4 of an acre proposed by a strip-mall developer from California, which will be purchased by investors for short-term rentals despite all the continued



lying relentlessly about how all the mindlessly added density will somehow magically produce *affordable* workforce housing, Horowitz identifying \$375,000.00 as *affordable*!

For over a decade Hailey officials have embraced the chaotic, malignant growth agenda of *greedy* developers. In doing so they have accommodated personal relationships along with the real estate industry's profit privatized, risk socialized objective of burdening working taxpayers owning property and those owning property on limited, fixed incomes, with all the massive future costs of mitigating the impacts of their conveniently *rubber-stamped* projects.

Easily up to \$10 million in prospective impact fees for two large residential projects lost to city coffers by Fritz's coterie of sycophants eagerly throwing working citizens who own property under the bus, prioritizing the interests of developers. This following Fritz and Ned losing a couple million dollars of revenue from fees in the Cutter's annexation as a result of a massive administrative failure to secure Hailey's financial position with an intercreditor agreement. This loss of city revenue to incompetence compounded by expensive litigation and an appeal destined to fail based on precedent.

Many taxpaying property owners are hanging on by the skin of their teeth. Many others will simply be more collateral damage as is often the case with gentrification, nothing new. Rental properties formerly housing workers have mostly been converted to short-term, vacation rentals with insane daily and weekly price tags. Many in the local workforce have simply moved elsewhere. It will be interesting to see the extent of the gridlock this year as a majority of the workforce now commutes from the south.

Contrary to yet another convenient, false narrative manufactured by the wealthy, white, classist, local patriarchy, the hordes of rich refugees migrating from California to Idaho did so not in response to Covid, which was merely a trigger, but motivated primarily by *tax avoidance*. Let's see how that works out when boom turns to bust.

As a consequence of malignant growth, private and fractional-service jet air traffic has increased exponentially, clearly outgrowing the Friedman Memorial Airport location in Hailey established over 90 years ago. Air traffic will only continue to grow in our fair valley as many oligarchs have established primary residences here to avoid state taxes elsewhere. Please Google "*Pandora Papers Wyoming*" so you will better understand Idaho and Wyoming's new role as the Caymen Islands of the Northern Rockies.

Local officials are perhaps aware of all this, or not, but I am writing for those not familiar with just how the conservative corruption in DC is perfectly mirrored by the similar destruction of guard rails and regulation by the *servants of greed* in local jurisdictions.

I am perhaps naively hoping someone with a platform, microphone, power, and influence, will rescue local citizens being poisoned and tortured as the result of a rapidly growing airport being located in their back yards. The decision to move this airport has already been made. But the *convenience* of a classist economic aristocracy once again 'TRUMPS' the health, safety and welfare of the servant class. With the population of Woodside fifty percent Hispanic, it is difficult to ascertain how much of



this injustice attributable to classism is underpinned by elements of racism. The local establishment will do some hand-wringing and quickly project denial over this possibility, but all the malignant growth they have endorsed and cleared a path for has seen increased local support of the former president in our fair valley.

Imagine my surprise in attending my very first '*gotomeeting*,' of the Friedman Memorial Airport Authority (FMAA), when the composition of that Board had changed from that represented on the '*iflysun*' website. Councilman Sam Linnett and long-time Board member Ron Fairfax were not in attendance, but instead Mayor Martha acting as Hailey's representative on the Board and I guess acting as chair at the meeting, which appears to be her thing and provides her purpose. She is good at it, but apparently *oblivious* to the abundant adverse outcomes of those meetings she chairs.

At that '*gotomeeting*' Martha deceitfully suggested my advocacy for airport relocation which I typed in the '*chat*' section including "*North Magic Valley Regional Airport*" was somehow inappropriate as the regional airport option discussed decades ago required all municipalities in the Southern Idaho area to be committed for FAA consideration. Attorney Fritz taught Martha well how to *totally misrepresent* what others have said. Maybe she should work on passing the Bar Exam, she couldn't be any worse an attorney than Fritz.

I typed in response to Martha's distortion, to simply remove "*Regional*" and just call it the "*North Magic Valley Airport*," as a new airport to replace Friedman Memorial Airport had already advanced to the "Site Selection" stage of a process engaged by the FAA and a FMAA Board not corrupted by the classist, high-end real estate interests fleecing the billionaire class who can easily afford it. These realtors subsequently scuttled relocation, with Sarah Michael resigning as Blaine County Commissioner, honoring a conscience not contaminated by *greed and obsession with self*.

Below we will take a closer look at Martha's possible motivation for *misrepresenting* the *truth*, obviously supporting anchoring the airport permanently in Hailey, consistent with her role as a *faithful servant of greedy developers*, all-in on the malignant growth agenda championed by the real estate industry.

Of course, the current FMAA Board knows all of this as I sent them a letter about a year ago titled "Letter to the FMAA Board" containing the eight paragraphs below.

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The following italicized script is from the FMAA Board regarding the airport relocation process which had been responsibly engaged. "*In 2006, a Site Selection and Feasibility Study **concluded** that the current airport site was no longer a viable option for future airport operations.*" That **conclusion** from a paid consultant with no vested interest is even more relevant with each passing day as air traffic increases exponentially at Friedman.

I received an email from Charlene Washington (USDOT) with an attached letter from Winsome A. Lenfert (FAA), Acting Associate Administrator for Airports, identifying the current status of prospective



relocation of Friedman. This email was in response to letters I had recently sent, (Spring 2021), *mailed* to both the USDOT and FAA.

"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 (FAA), Acting Associate Administrator for Airports.

Of course an FMAA Board acting as *servants of greed* for classist, high-end, predatory realtors has made no such *request*, instead moving forward with an expansion which I believe will eventually result in larger aircraft operating on a schedule of increasing frequency. With *lying* now completely normalized by a culture of *privilege, greed, and corruption*, FMAA Board members who might suggest otherwise further validates their designation as *servants of greed*.

**It is unforgivable that the FMAA Board neglected to draft a grant request for funding from the 'Infrastructure Investment and Jobs Act' to move the airport.** This infrastructure legislation represents a much smaller dollar amount than the massive welfare package *gifted* to the economic aristocracy and corporations by the multiple-felony criminal formerly inhabiting the WH with an assist from corrupt Republicans in the Senate. *Permanently anchoring* the airport in Hailey clearly reflects these priorities of *privilege, greed, and corruption*.

So all the FMAA Board has to do is *request* assistance from the FAA to reengage the relocation process. The abandonment of relocation efforts and suspension of the requisite EIS was a dozen years ago. Since that time rigid enforcement of environmental protections and review including NEPA and the Endangered Species Act has been diminished considerably. A *fact*, for better or for worse.

The primary environmental obstacle of airport development south of Timmerman was potential impacts on Sage Grouse populations, then being considered for *endangered* status. This is no longer the case under entirely new, collaborative policy bringing the State of Idaho and affected stakeholders into a process attempting to balance the protection of sage grouse populations with the multiple-use policies directing resource development on our public lands.

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 to reengage the site selection process, and get the airport moved.

---

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 the corrupt, self-serving, classist agenda of the economic aristocracy and the local real estate industry.



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

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What might Mayor Martha's *motivation* be for passively agreeing to have Friedman Memorial Airport remain in Hailey? Yes, some might hypothesize the marginal revenue resulting from airport retention in Hailey is a quid pro quo from those high-end, predatory realtors owning the FMAA Board and calling the shots. But perhaps it is wise to take a closer look.

Martha's long-time ex-husband, Stoney Burke, is one of those high-end realtors. Mr. Burke purchased all the property out Quigley Canyon belonging to Faulkner's (ranchers) and others. He consolidated all private property and inholdings out Quigley into single ownership, once attempting annexation himself before deciding it would be much easier to sell it and let someone else deal with such a controversial annexation, this canyon being critical wintering habitat for migrating mule deer populations.

With Idaho statute offering zero transparency in such matters there was considerable speculation at the time by those citizens bothering to pay attention whether or not the *closure* of the Quigley sale to big-time investors in Connecticut, and how much money was to eventually be paid for this unique property, might be contingent on annexation *approval*.

No, Mayor Martha might not directly benefit financially from any annexation outcome, but her daughters will no doubt receive a substantial inheritance from their father when the time comes. Difficult to determine how much of it is from the sale of the Quigley property.

Yet given these opaque circumstances and relationships over the years, Martha never considered it necessary to identify this possible *conflict of interest* and recuse herself from a vote on the final annexation proposal. Of course the annexation was approved following a completely corrupted review process ending in the anti-climatic announcement of a decision that had been made long



before any vote, the *farce* of local legend previously identified above. This is why there is a complete absence of *trust* in local government, particularly regarding the expansion of an airport which clearly needs to be relocated as a result of intensifying air traffic.

Angenie, any outreach now as an afterthought, to citizens in Woodside and Bellevue, might fairly be interpreted as simply more hypocrisy from local government. Hope you had an enjoyable Mother's Day celebration, the quality of any such pleasantries severely diminished for those living across the street from an active, busy airport. The peace and quiet during re-paving has been sublime, even the birds are much happier.

Working full-time and driving cab at nights and on weekends, Sofro's Copper Ranch development happened in the blink of an eye during the administration of a mayor who was a Doppelganger in both appearance and behavior for the lady mayor in episodes of South Park. A former Police Chief revealed that a city employee was paying the mayor rent for a unit in Copper Ranch. He was at war with the mayor and subsequently resigned, but discovered the title of the property being rented was registered to an LLC. Nothing wrong with that, right?

The following three paragraphs are an excerpt from extensive text sent to the Idaho State Bar Association after Fritz and Ned in their official capacities as Mayor and City Attorney used taxpayer money to retain another attorney to threaten me with civil litigation, demanding I "Cease and Desist" from writing the *truth* about the actions, motivations, and intentions of officials and staff at City Hall, in a failed attempt to intimidate me. *Maybe* part of the reason I continue to write. It is a thin line between persistence and obstinacy!

---

You will find references to Jim Azumano in the materials submitted. It was quite some time ago, and perhaps the only time the City of Hailey actually got something right. Jim was County Manager for Lane County (Eugene), Oregon, by far the most competent individual to ever set foot in Hailey City Hall. For the first time in hiring a City Administrator, Hailey conducted a *legitimate* HR process. It didn't even disturb me that in a valley rife with technical recruiters (headhunters), a council member's brother in Seattle was paid forty thousand dollars to deliver qualified candidates to the selection process. They hired the right guy. Jim was the *real deal*, smarter and with more relevant experience than all the good-'ol-boys-and-girls and attorneys put together. I spoke with him at length a number of times during his brief tenure.

Jim moved to Hailey purchasing a house and rental property. After sufficient time to acclimate to his new job and surroundings, in reviewing and examining city affairs Jim's first decision of consequence was to put the City Attorney's contract out for competitive bid. With unflinching integrity he would not abandon his position, perhaps for some reasons that will never be disclosed, understanding that if he could not do this, then he could not perform his job to the standards someone possessing an accurate moral compass would be dedicated.



Six or eight months later, Jim resigned, soon leading an Oregon Governor's task force on something or other. I emailed him a couple of times, but he would not reveal any of the information I was after. No doubt a NDA and very generous settlement from the City of Hailey precluding any cooperation with my request for information, all such personnel matters never seeing any transparency in this valley, insurance regulations commonly invoked as another lame excuse from officials. When there is never any *accountability* for the ethically challenged, they are encouraged toward continuing dubious actions and behavior because they *always* get away with it. There are never any *consequences* or *accountability*.

---

Funny, I never heard another word from these two clowns about any of this. Heather was the doormat desired, installed as City Administrator, and could probably reveal some possibly incriminating information if she was so inclined. Highly regarded and immensely qualified Jim Azumano's salary was \$85K. After a year or so, bookkeeper Heather's salary was elevated to \$112K. I was always curious about that.

I have a great deal of sympathy for and genuinely like Heather, pleased that she was able to retire. I was tempted to intervene before one Quigley meeting at the High School as Fritz was giving Heather orders (Achtung Baby!) in an inappropriate, aggressive manner he would never use with his wife. It made me sad that Heather sat alone and detached throughout the meeting at a table distanced from others, hopefully finding her happy place. I delivered a hospital bed for Heather's father as he was approaching his expiration date, and I believe later emailed her condolences. I don't think the Handmaiden patriarchy has been easy on Heather, and wish nothing but happiness for her in retirement.

Over the years I *watched* and participated in the review process as various projects presented in annexation applications were being considered. I *watched* as the competent Department heads of Public Works and Community Development departed for Colorado, replaced by sycophants hired without a *legitimate* HR process. Horowitz for some unknown reason, except to insiders, run out of Ketchum. I believe she was an intentional component of the insidious real estate agenda aggressively promoting malignant growth. I also *watched* as any *honesty* and *integrity* in the review process quickly eroded after Carol Brown left, as Fritz and Ned and Lisa began aggressively representing development interests rather than the City of Hailey and its citizens.

I *watched* this shift manifest as the county "*Planning and Zoning Department*" became "*BUILDING Services*." In Hailey the "*Planning and Zoning Department*" became "*Community DEVELOPMENT*." What's in a name, right?! Clearly mirroring the evolution of government in Washington DC, special (real estate) interests owning local government, officials ramrodding an agenda prioritizing *privilege, greed, and corruption*, to aggressively promote the upward redistribution of wealth.

I *watched* as requisite identification of *ex parte communication* by various mayors and city council members regarding city-related business was entirely abandoned. I *watched* as the identification of



*conflicts of interest* were no longer even considered (SCOTUS). In one meeting I *watched* as the Hailey City Attorney persuaded the council to waive parking requirements for the project of Walter King, aka Bruce Willis, who was a client of his private practice.

I *watched* as the same City Attorney butchered Municipal Code demanding *detailed financial analysis* used to calculate and assess impact fees, no one at the city responding to the three emails of inquiry I submitted as to why this was being done. My suspicions that it was to grease the skids for Quigley proved accurate.

I *watched* as an application for a large residential project including 45 units of additional density worth many more millions was presented for a property annexed I believe in '81. The application was submitted by Ed Trumpke (Marathon Partners) who grew up with former mayor Fritz in the cloistered environs of privilege in the north valley. It is still incomprehensible to me how two individuals who grew up in this valley could so wantonly pimp out this place for money and whatever phony prestige their fragile egos apparently require. They both have plenty of money, but absolutely *no class*. Perhaps I should not be surprised by any of this in a culture prioritizing *privilege, greed, and corruption*.

I *watched* as a neophyte council having no experience with guiding development applications through the review process was sworn in, January of 2020. A meeting was scheduled for mid-April, 2020, announced in the Wednesday weekly where most acquire such information, for a meeting the following Monday.

I watched as a Covid lock-down order was initiated in March of 2020. Not knowing any better this neophyte council was led down the primrose path by the former Mayor, the Community Development Director, the developer, and his attorney who cravenly lied about potential traffic impacts and possible opposition from those unable to attend this ZOOM meeting, of course without any *consequences* or *accountability* for those lies. The council *approved* this project in that ZOOM meeting which no one without the requisite technological capabilities could possibly attend, clearly *discriminatory*.

Then I *watched* this craven manipulation of process and exploitation of a council not adequately equipped to apply *due diligence*, a reality once again reflecting a culture prioritizing *privilege, greed, and corruption*, Ed Trumpke avoiding many millions in impact fees. I *watched* as the former mayor deceitfully manipulated these inexperienced officials in this ZOOM meeting advising from the sidelines "take the water" representing only a small fraction of the right, instead of the \$200K, when in fact the *entire water right* and *three million dollars* or more would have been a fairly negotiated price to mitigate the considerable future impacts from 145 residential units in East Hailey.

Of course, many of you have heard all this before, and are aware of it and maybe not particularly concerned over this pattern of local government prioritizing *privilege, greed, and corruption*, with all the "I got mine boomers" selling out and sticking their heads in the sand.



On Friday I had the music on while I was doing not much of anything out back. I got a little choked up as very familiar lyrics suggested, "*There's something happening here, what it is ain't exactly clear, there's a man with a gun over there, telling me I got to beware...*"

So Billy, what on God's green Earth does all this have to do with relocating the airport? Easy question...the *same* malign influence of the real estate industry responsible for the systematic malfeasance applied to the development review process in Hailey, now reduced to a rubber-stamp, are being exerted to **permanently anchor** Friedman Memorial Airport in Hailey. For anyone on the FMAA Board to suggest otherwise would simply be yet another *lie* from local officials once again discharging their duty as *servants of greed, privilege, and corruption*, while those with lives severely impacted by Friedman have remained both invisible and irrelevant to this expansion agenda.

The empty gesture of perhaps now having a meeting filled with empty words and officials pretending they care about the suffering of folks in Woodside and Bellevue as a result of the contamination and disruption of their lives by an airport located in their back yards, *is not a solution*.

There is really nothing to *talk* about. The *solution* is non-negotiable. The decision to relocate the airport has already been made by officials representing the entire community, a decision predicated on facts and evidence not the disproportionate political influence and self-serving *classism* of wealthy and powerful individuals in the local real estate industry, and their billionaire and celebrity clients.

Please move ALL airport operations to an appropriate location to the south. Anything less proves that for local officials twenty minutes of *convenience* for the economic aristocracy is *way* more important than the health, safety, quality of life, and welfare of citizens in Woodside and Bellevue, clearly reflecting the *culture of privilege, greed, and corruption* destroying our democracy.

**PLEASE DISTRIBUTE WIDELY!**

William F. Hughes  
Hailey, Idaho

P.S. Last Sunday I reminisced on my deceased (2016) Mother's fight for social justice in the early to mid-seventies, very actively advocating for the Right to Choose, the Equal Rights' Amendment, and Title IX. She graduated from Berkeley before it became known as a bastion for liberal activism, but apparently there is something in the water. She was an active member and President of a couple of local chapters of 'The League of Women Voters,' one in Twin Falls, Idaho, another in Jacksonville, Illinois, very conservative Republican agricultural hubs still, Jacksonville forty miles west of Springfield, IL.

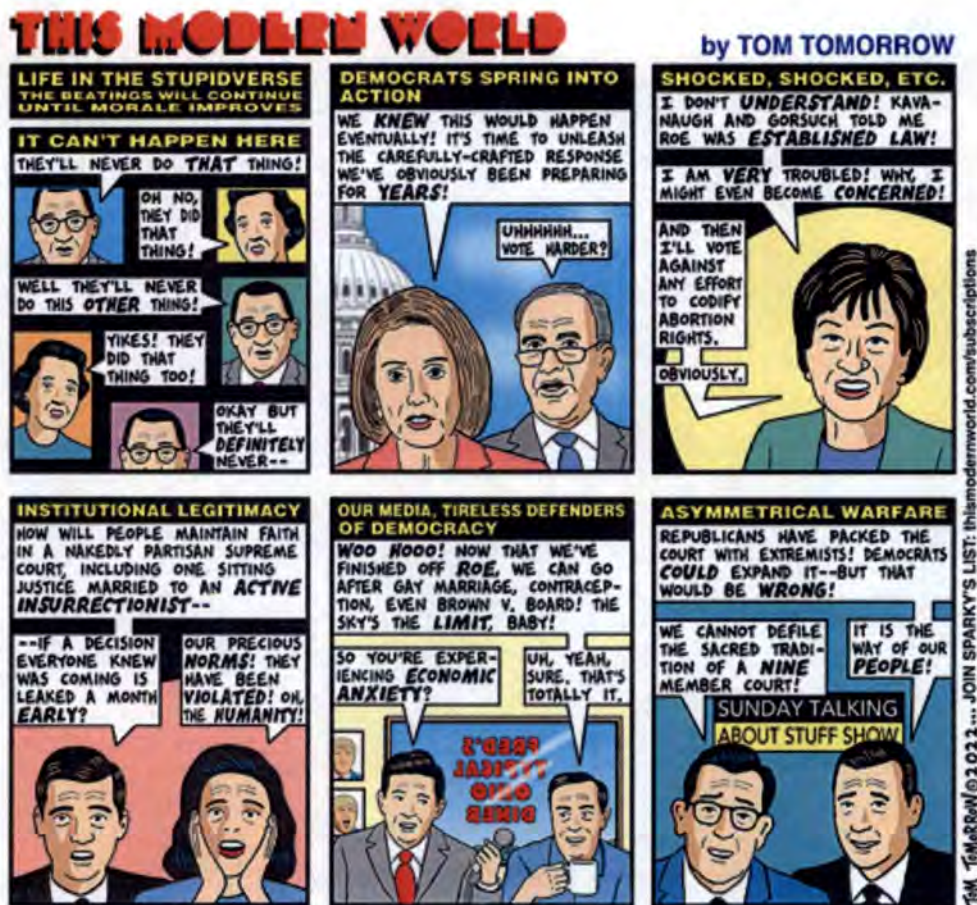
She had attended Democratic functions in Springfield when Obama was a State Senator, so I knew of him before he arrived in the U.S. Senate, as politics was commonly the subject of dinner conversations when I was back there, or she was out here, where she purchased a little shack in East Hailey ('91) five blocks from my home, spending her summers in Hailey for 23 years. Twilight often found she and her BFF from Twin Falls drinking cocktails and watching CNN and discussing the news of the day.



In their earlier years neither of these two women would have sat still and tolerated this contaminated culture of *privilege, greed, and corruption* inflicted on this country by a morally bankrupt, corrupt, primarily Republican white patriarchy applying a death grip to our democracy. As life-long, die-hard Democrats and competent organizers, I believe they would have caused a great deal of *good trouble*, no doubt advising moving quickly past any potential disagreement on various issues between moderate and progressive positions, uniting people for a cause much greater than such minor details, the very preservation of our democracy.

It is time for the women not wearing wimples and bowing in subservience to old white men, to more strongly assert themselves. Republicans endorsing and giving power to stupid and incompetent tyrants manifesting multiple, chronic personality disorders in an attempt to destroy our democracy, is like giving a loaded TEC-9 with the safety off to a toddler, totally irresponsible!

RISE UP LADIES!!! KLOBUCHAR IN '24!!!

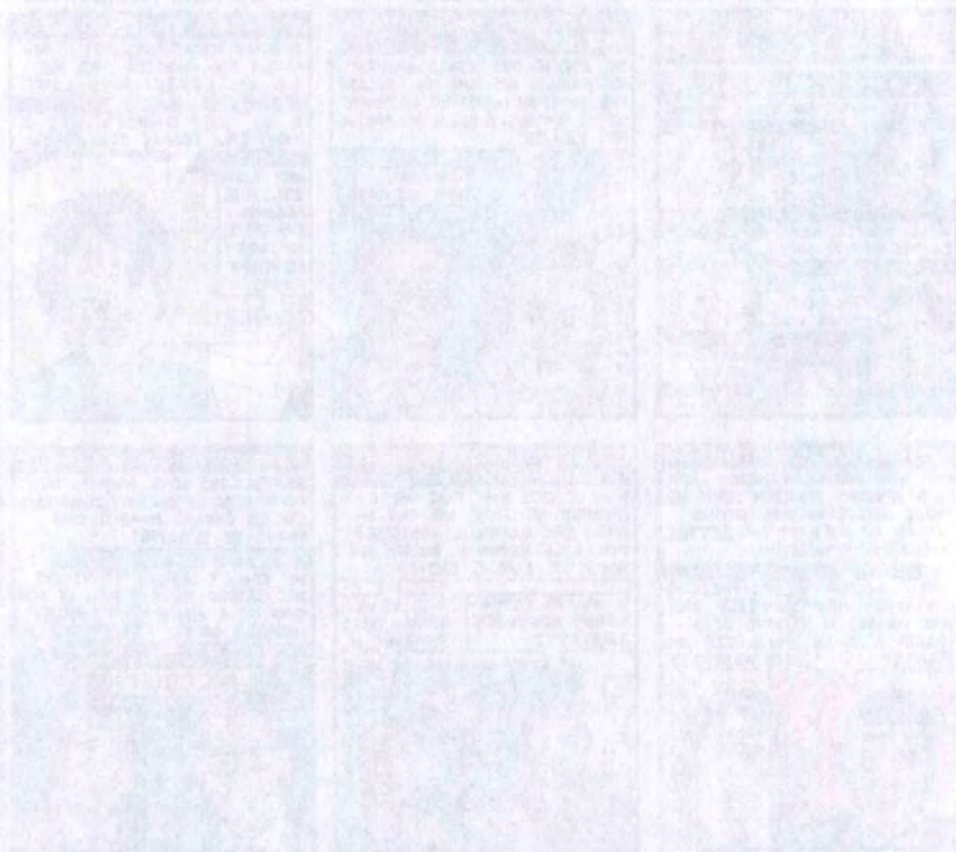


**Ladies**, it is time to be much more aggressive in calling out the "STENCH" Sonya Sotomayor clearly finds so offensive, *much more often and much louder*. Sexual assault is apparently now a prerequisite for an endorsement from Trump in PA. The stereotypical portrayal of Democrats identified in cartoons like the one above require Democratic **women** quickly and assertively change that narrative



by strongly and repeatedly kicking the Republican patriarchy in the "*nuts*," "*nuts*" (noun) of course being a colorful metaphor for the retrograde, patriarchal Republican agenda which is completely "*nuts*" (adjective), promoting the objective of re-creating Putin's Russia here in the U.S. for the benefit of Peter Thiel and all the other fascist oligarchs with unlimited resources pushing relentlessly for that outcome. Besides, McConnell, Graham, Grassley, Scott, Cotton, Rubio, Cruz, et al, are just constantly whining crybabies pathetically overcompensating for their pathological insecurities about their "*nuts*!"

**PLEASE DISTRIBUTE WIDELY!**



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**From:** Billy <wilfrahug@cox.net>  
**Sent:** Friday, May 13, 2022 11:30 AM  
**To:** Angenie McCleary; mdavis@co.blaine.id.us; Jenny Emery-Davidson;  
ms.sarahmichael@gmail.com; Chris Pomeroy  
**Subject:** environmental justice

*From an article on WAPO Newsroom's Pulitzer Prize.*

Our stories revealed that Black and Brown Americans face problems and pollution that White Americans don't: freeways that dissected their communities and razed their homes; pollution sites such as scrapyards in areas that already host dozens of polluters; water shortages that result from poor infrastructure and contamination.

...and airports in their backyard in Hailey, Idaho. Classist, racist, or both?!

---

**From:** Billy <wilfrahug@cox.net>  
**Sent:** Friday, May 13, 2022 11:32 AM  
**To:** Angenie McCleary; mdavis@co.blaine.id.us; Jenny Emery-Davidson; ms.sarahmichael@gmail.com; Chris Pomeroy  
**Subject:** Fw: environmental justice

Chris Pomeroy, please enter into FMAA public record, thanks.

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

From "Billy" <[wilfrahug@cox.net](mailto:wilfrahug@cox.net)>

To "Angenie McCleary" <[AMcCleary@co.blaine.id.us](mailto:AMcCleary@co.blaine.id.us)>; "[mdavis@co.blaine.id.us](mailto:mdavis@co.blaine.id.us)" <[mdavis@co.blaine.id.us](mailto:mdavis@co.blaine.id.us)>; "Jenny Emery-Davidson" <[jedavidson@comlib.org](mailto:jedavidson@comlib.org)>; "[ms.sarahmichael@gmail.com](mailto:ms.sarahmichael@gmail.com)" <[ms.sarahmichael@gmail.com](mailto:ms.sarahmichael@gmail.com)>; "[chris@iflysun.com](mailto:chris@iflysun.com)" <[chris@iflysun.com](mailto:chris@iflysun.com)>

Date 5/13/2022 11:30:15 AM

Subject environmental justice

*From an article on WAPO Newsroom's Pulitzer Prize.*

Our stories revealed that Black and Brown Americans face problems and pollution that White Americans don't: freeways that dissected their communities and razed their homes; pollution sites such as scrapyards in areas that already host dozens of polluters; water shortages that result from poor infrastructure and contamination.

*...and airports in their backyard in Hailey, Idaho. Classist, racist, or both?!*



---

**From:** Billy <wilfrahug@cox.net>  
**Sent:** Friday, May 13, 2022 11:37 AM  
**To:** Angenie McCleary; mdavis@co.blaine.id.us; Jenny Emery-Davidson;  
ms.sarahmichael@gmail.com; Chris Pomeroy  
**Subject:** Fw: environmental justice

My mouse is apparently self-actualized or the coffee has me moving too fast! Chris Pomeroy, *please* enter this version of the email into the FMAA public record.

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

From "Billy" <[wilfrahug@cox.net](mailto:wilfrahug@cox.net)>

To "Angenie McCleary" <[AMcCleary@co.blaine.id.us](mailto:AMcCleary@co.blaine.id.us)>; "[mdavis@co.blaine.id.us](mailto:mdavis@co.blaine.id.us)"  
<[mdavis@co.blaine.id.us](mailto:mdavis@co.blaine.id.us)>; "Jenny Emery-Davidson" <[jedavidson@comlib.org](mailto:jedavidson@comlib.org)>;  
"[ms.sarahmichael@gmail.com](mailto:ms.sarahmichael@gmail.com)" <[ms.sarahmichael@gmail.com](mailto:ms.sarahmichael@gmail.com)>; "[chris@iflysun.com](mailto:chris@iflysun.com)"  
<[chris@iflysun.com](mailto:chris@iflysun.com)>

Date 5/13/2022 11:30:15 AM

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*...and airports in their backyard in Hailey, Idaho. Classist, racist, or both?!*

---

**From:** Billy <wilfrahug@cox.net>  
**Sent:** Tuesday, May 17, 2022 6:07 PM  
**To:** ivanbeanny@gmail.com; kriswirth@gmail.com; hymy1@q.com; Smalls\_411@yahoo.com; gordo44@cox.net; perez\_g2@denison.edu; chiefcaballero@gmail.com; Angenie McCleary; mdavis@co.blaine.id.us; Chris Pomeroy  
**Subject:** airport

When the assault of noise and gas fumes on those living in Woodside and Bellevue resumes and your neighbors start complaining, be sure they contact members of the FMAA Board and insist the airport *must* be moved.

Also, be sure to email any comments to [chris@iflysun.com](mailto:chris@iflysun.com) and request they be entered into the public record.

Doing nothing is not an option. If you don't fight against this social and environmental injustice, in a couple of years the level of noise and exhaust fumes will rival LAX. The only reason the airport was not moved is because local officials don't care about citizens in Hailey and Bellevue. They represent only the real estate industry and their billionaire clients.

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**From:** Billy <wilfrahug@cox.net>  
**Sent:** Wednesday, May 25, 2022 12:44 PM  
**To:** Chris Pomeroy  
**Subject:** please enter into public record  
**Attachments:** intentionally engineered, systemic injustice.eml

Chris,

If you feel so inclined you can just enter into the Public Record the comments on FMA beginning with the bold, italicized text on down. Much of the comments prior are about the attitudes of privilege, greed, and corruption that make some ondividuals beleive it is okay to poison and disrupt the lives of less entitled citizens. Please ad this paragraph as well!

William F. Hughes  
Hailey



---

**From:** Billy <wilfrahug@cox.net>  
**Sent:** Monday, May 23, 2022 3:13 PM  
**To:** senator@durbin.senate.gov; senator@hirono.senate.gov; senator@booker.senate.gov; senator@klobuchar.senate.gov; senator@brown.senate.gov; senator@warren.senate.gov; senator@tester.senate.gov; Christopher Hollins; senator@sanders.senate.gov; senator@murphy.senate.gov; ktershel@supremecourt.gov; pio@supremecourt.gov; pmccabe@supremecourt.gov; swatson@supremecourt.gov; Christen.Cromer@aspeninstitute.org; Kalissa.Hendrickson@aspeninstitute.org; Stephenie.Mauren@aspeninstitute.org; allison.perry@aspeninstitute.org; cristal.logan@aspeninstitute.org; philip.rucker@washpost.com; editorial@nytimes.com ; letters@nytimes.com ; oped@nytimes.com ; feedback@own.tv; betsy@writersontherange.com; Alyssa Pinkerton; jennifer.sahn@hcn.org; jonathan@hcn.org; senator@whitehouse.senate.gov; Vice President Kamala Harris; team@email.lucaskunce.com; Team Benson; christopherlhayes@gmail.com; robert.costa@washpost.com; robert@imcivicaaction.org; dccc@dccc.org; Amanda Sands; info@dsc.orgnews; info@trevornoahfoundation.org; Angenie McCleary; mdavis@co.blaine.id.us; heidi.husbands@haileycityhall.org ; ms.sarahmichael@gmail.com; Jenny Emery-Davidson; jimasv@cox.net; kurtandersenemail@gmail.com; support@salon.com; stoone@house.idaho.gov ; NBurns@house.idaho.gov; hymy1@q.com; sboettger@woodriverlandtrust.org ; keri@woodriverlandtrust.org; Keith Roark; Jim Foudy; proutyjp@gmail.com; christopherlhayes@gmail.com; kisis@cox.net; perez\_g2@denison.edu; gordo44@cox.net; chiefcaballero@gmail.com; bobclosser@gmail.com; heatheruptmor@hotmail.com; ALPINE TREE SERVICE, INC.; fafairfax@aol.com; Byron Meador; Tom Bergin; Billy; B C Young; Jim Williams; gstinnett@co.blaine.id.us; Ben Worst; Greg Travelstead; Janet Carter; Mary Roberson; Peter Lobb; Richard Stopol; John Whipple; daveyten7@gmail.com ; don.lemon@cnn.com; donor-events@wikimedia.org; editorial@nytimes.com ; info@emailactionnetwork.org; faa-air21@faa.gov; Greg via FFP; Rep. Mike Simpson; sara.cannon@mail.house.gov ; correspondence\_reply@crapo.senate.gov; tours@risch.senate.gov ; The Juggernaut Project; Len Harlig; letters@nytimes.com ; lawrence@msnbc.com ; Women's March Team via LeftNet; Rachel@msnbc.com; oped@nytimes.com ; reglorn@cox.net; nick.p.gilman@gmail.com ; Team Progress America; contact@perfectunion.us; media@lincolnproject.us; valeriehayes@boisestate.edu; Smalls\_411@yahoo.com; yebbie.watkins@mail.house.gov; Yarit Rodriguez & Paige McMahon, Planned Parenthood Votes Northwest and Hawai'i; ivanbeanny@gmail.com; press@obama.org  
**Subject:** intentionally engineered, systemic injustice

Hope all y'all had a good weekend!

Many citizens left, right, and middle agree the problem is structural as a direct consequence of the contamination of the political process by unlimited money which results in a government disproportionately influenced by those providing the most, all citizens accurately condemning *elites* on the opposition side. Media is now primarily owned as subsidiaries of huge corporations intent on persuading citizens that the problem is somehow left to right to create a distraction from the massive wealth and income inequality intentionally engineered exclusively for the aggressive upward redistribution of wealth to the benefit of the economic aristocracy.



For the past forty years Dems willingly participated in a corrupted conservative agenda which destroyed the middle class. Now they are struggling to reel back in Rule of Law, Constitutional Rights, and Voting Rights, after passively watching the institutions of government being systematically dismantled by a Republican Party owned by right-wing oligarchs. Again, most of the media are now simply smaller components of huge corporations.

And of course in the absurd decision on Citizens United it was determined "*Corporations are People*" who obviously *covet* the *power* of their *privilege*, just like the unethical, conservative Justices (and the QAnon spouse of Justice Thomas who engaged in a *sedition conspiracy* to overturn a free and fair election, and obstruct the transfer of power) on the SCOTUS, entirely absent of any integrity and seated on the bench of the High Court through a corrupted process and the Machiavellian manipulations of Moscow Mitch. The resulting rancid "*STENCH*" eliminating any legitimacy the SCOTUS may have once possessed.

The cartoon below reflects perfectly the control of the narrative by media executives who insist on elite protocols which *do not* allow the debate to focus more extensively on extreme wealth and income inequality, the primary source of all the political division and social dissonance commonly portrayed as left to right ideologically as a distraction while wealth is strip-mined from the economy leaving behind a wasteland that will probably produce another recession.





*"Technological change and the fortunes it created have given a vanishingly small club of massively wealthy individuals the ability to play arbiter, moderator and bankroller of not only the information that feeds the nation's discourse but also the architecture that undergirds it." - NYT*

In Evil Geniuses by Kurt Anderson, Mr. Anderson identifies the objective of Hedge Fund Swine and Private Equity Pirates is to strip-mine as much wealth from the economy as rapidly as possible, like the objective of the real estate industry locally, receiving a huge assist from local officials who are now scrambling to manage the serious consequences of eagerly accommodating an agenda of malignant growth.

The same corruption of process used by Mitch McConnell to stack the SCOTUS has been used in Hailey to butcher, circumvent, or simply ignore any prudent restraints on development, a morally deficient CDD installed to rapidly deliver any outcome desired by developers with *rubber-stamp* approval of development applications entirely absent of responsible *due diligence* which requires detailed analysis of the extent of future impacts and the costs to mitigate those impacts.

*"Private equity buys up housing at record rates. Housing costs skyrocket. Private equity invests \$100 billion a year in health care. Costs explode. Hedge funds and private equity firms buy up half the nation's daily papers. Reporters are laid off in droves."*

- Inequality Media

[https://click.actionnetwork.org/ss/c/oZT1C-8NKsWHIAiWATd-7Etvm887R64m9mXyDwi3QJzqLzxDB\\_L1fR\\_YdVdKrYaG33CLWK0flqwPZj8CRaTvIBzyBOmDdpqhCNZrg7aPfp7VNj1\\_uVLjfsurVmb1Tw9ziTyJC6E3Riq56bwS1RbvQImXviWclQPshJ\\_aZJ3FQ8p8splU0lbni29PRTZAXhlu5vsCCGqmMfSFOC4oVXap12bLIuw0oqjwifg5SJsdwgsUi7pl0MouCn4q6NdMvd864G1pnvk4OhWBlx89LABC3y4vNdKD5Wq62VbaYxkN8L8/3m4/p8kHYFKoQAymzT338aAmwA/h1/Pm9qMm9aSfLzz8UeVpddCkf-0i1EnJ3kHgoBP2tuDjc](https://click.actionnetwork.org/ss/c/oZT1C-8NKsWHIAiWATd-7Etvm887R64m9mXyDwi3QJzqLzxDB_L1fR_YdVdKrYaG33CLWK0flqwPZj8CRaTvIBzyBOmDdpqhCNZrg7aPfp7VNj1_uVLjfsurVmb1Tw9ziTyJC6E3Riq56bwS1RbvQImXviWclQPshJ_aZJ3FQ8p8splU0lbni29PRTZAXhlu5vsCCGqmMfSFOC4oVXap12bLIuw0oqjwifg5SJsdwgsUi7pl0MouCn4q6NdMvd864G1pnvk4OhWBlx89LABC3y4vNdKD5Wq62VbaYxkN8L8/3m4/p8kHYFKoQAymzT338aAmwA/h1/Pm9qMm9aSfLzz8UeVpddCkf-0i1EnJ3kHgoBP2tuDjc)

Locally, all the housing inventory being produced is gobbled up by wealthy investors, even more aggressively than they did the abundant distressed properties following 2008. Then these wealthy investors who own all the housing are managing such assets not as a place for people to live, but as an opportunity to squeeze as much money as they can out of others. *Vacation Rental* best meets this objective in our fair valley.

[https://click.actionnetwork.org/ss/c/oZT1C-8NKsWHIAiWATd-7Dkmd6j\\_t3OdlzsrJ0gbELoCIQhfeY5bNiBw\\_nojKaoR7\\_gzMbLubvhhKileDevfzf7zlaQaAFcgmO06GQXjnjVfVOypaKbLiWvLbgdTLe29rGehaOP6QTFbH7LVZXbe1g7CXek2eGvgloHVn6Xu1LsTGUdtjdAdw0aCfZyhfyd7uyTH73B2aBP\\_WaZ\\_tcaNAboGpiVzTEC\\_Ub5B\\_h8sp9DanqRFM4ZZfpDeUg2drwDS7CpYeeSN01IjqpgTaq28dQ3ATnfoH2fN-IR1RnMhjjfdCoHgllgpjiD3CBH/3m8/j1SnlBFRkquoA2t5VtWGUA/h2/KXvxxw\\_S6ifkUY2KRtJsMV5tP-LxpDyY8OakNnGH-CWE](https://click.actionnetwork.org/ss/c/oZT1C-8NKsWHIAiWATd-7Dkmd6j_t3OdlzsrJ0gbELoCIQhfeY5bNiBw_nojKaoR7_gzMbLubvhhKileDevfzf7zlaQaAFcgmO06GQXjnjVfVOypaKbLiWvLbgdTLe29rGehaOP6QTFbH7LVZXbe1g7CXek2eGvgloHVn6Xu1LsTGUdtjdAdw0aCfZyhfyd7uyTH73B2aBP_WaZ_tcaNAboGpiVzTEC_Ub5B_h8sp9DanqRFM4ZZfpDeUg2drwDS7CpYeeSN01IjqpgTaq28dQ3ATnfoH2fN-IR1RnMhjjfdCoHgllgpjiD3CBH/3m8/j1SnlBFRkquoA2t5VtWGUA/h2/KXvxxw_S6ifkUY2KRtJsMV5tP-LxpDyY8OakNnGH-CWE)



I still remember a decade or two ago a pundit interviewing an economist and suggesting "*Isn't our rising economy a tide that lifts all boats?!*" Without hesitation the economist responded, "*No, Just the yachts.*" I once heard a boat defined by a friend constantly paying for repairs as "*A hole in the water you throw money in!*" Yeah, I would hate to see all that money spent on luxury yachts, billionaires launching penises much larger than their own *almost* into space, and social media platform purchase antics, *instead* used to help diminish the considerable suffering of a rapidly growing, global refugee population.

I would imagine a house in the Wood River Valley will maintain more of its value over time than the *crypto-currency* designed to exploit the same feckless idiots who were encouraged to buy homes they couldn't afford by a *Predatory Financial Sector* who will once again sit in their Ivory Towers and watch the mayhem they have intentionally inflicted, always finding a way to exploit the government through bailouts, extracting additional wealth on the back-side of the disasters they themselves have manufactured for profit.

The *merging of state and business leadership* over the past forty years prioritizing exclusively massive, unearned financial benefit for the economic aristocracy at the expense of everyone else, is the primary characteristic of *fascism*. This extremely aggressive profit privatized, risk socialized economic paradigm has destroyed the atmosphere of this planet, collapsed ecosystems, significantly accelerated extinction events, and may result in a climate that makes it impossible for agriculture to keep up with the feeding of an expanding human population.

Me?! I'm not that worried. The universe will eventually balance the equation without emotion. What most steams my potatoes, is that those Evil Geniuses sitting at the 'Business Roundtable' and all the other greedy assholes engineering this train wreck will be delivered from any accountability, sacrifice, or suffering, by their own mortality.

The fascist oligarchs (Scaife, Mercer, Koch, Thiel, et al) who own the ancient, decadent Republicans in the senate, The Federalist Society, and the conservative political hacks on the SCOTUS, have constructed a narrative continuously delivered on omnipresent digital screens in an attempt to convince humanity that the solution to everything is creating personal wealth for yourself, regardless of the collateral pain and suffering the extraction and accumulation of that wealth inflicts on others. You know, like no development impact fees calculated or assessed for large residential projects in Hailey!

***This morally abhorrent narrative manifests clearly and is perfectly reflected by the attitude of local officials that it is somehow acceptable to poison and disrupt the lives of the servant living in Woodside and Bellevue with an airport now experiencing significantly increased air traffic, quite obviously outgrowing its location in Hailey 90 years after it was established.***

***Moving the airport would have ZERO effect on the local tourist industry, and depending on the resolution of ownership and title might provide land for workforce housing as I wrote over a year ago:***



*The powers that be should embrace the objective of moving the airport after watching the elephant of gentrification rampaging down the valley for over twenty years. There is a golden opportunity in doing so. Rather than wasting so much time and energy lamenting, fighting about, and defending lawsuits over the issue of community (workforce) housing, after the airport is moved the powers that be could then provide 100-year leases on lots at the airport for one dollar. This might be used to provide an economic incentive to businesses willing to build housing for their employees, for once relieving me from having to pay what is in essence a housing subsidy for those with way more money than I will ever have. Similar to what the Forest Service has done in the past for cabins constructed on public lands they administer.*

***Even though the decision to relocate the airport has already been made, the only reason it hasn't been moved is that twenty minutes of CONVENIENCE for the oligarchs, economic aristocracy, celebrities, as well as the PROFITS of high-end real estate parasites, in a morally depraved culture of PRIVILEGE, GREED, AND CORRUPTION, usurps the health, safety, and welfare of working citizens. The former, orange, "Realtor-in-Chief" powerfully symbolizing this craven obsession with self. Such malignant narcissism his only display of competence in a life of privilege, greed, and corruption.***

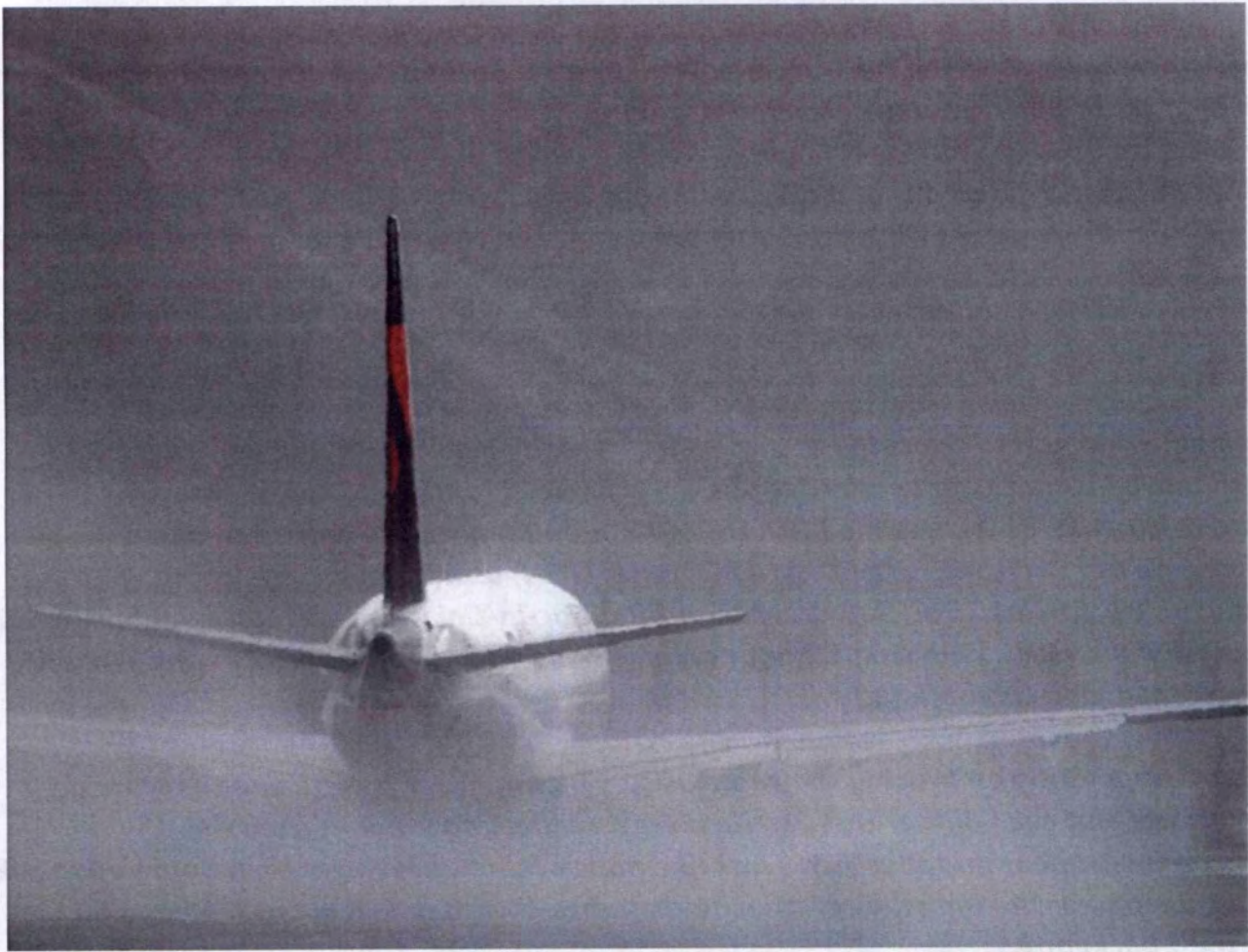
***Local officials apparently embracing their role as servants of greed by refusing to reengage relocation efforts, not even bothering to write a draft requesting funding from the 'Infrastructure Investment and Jobs Act.' Just like none of them have ever even bothered to ask those losing sleep and choking on aircraft exhaust fumes how they feel about having a busy airport in their backyards.***

***The corrupt, conservative agenda attempting to destroy our democracy in DC is now destroying the quality of life and threatening the health of citizens in Hailey and Bellevue.***

***ALL THE MONEY HAS CERTAINLY CHEAPENED THE CHARACTER OF OUR FAIR VALLEY, AND APPARENTLY ALSO INDIRECTLY CORRUPTED OFFICIALS RESPONSIBLE FOR THE WELFARE OF THE ENTIRE COMMUNITY. THE "FLOP" APPEARING TO BE INTERESTED PRIMARILY IN HAVING HIS NOSE PLANTED FIRMLY IN ALL THE MOST ECONOMICALLY ELEVATED BUTT CRACKS.***

***THE REALITY OF FRIEDMAN AS DOCUMENTED IN THE IME. PLEASE PLAY SOME SPEED METAL ON HIGH VOLUME TO EXPERIENCE THE TOTAL EFFECT.***





William F. Hughes  
Hailey, Idaho



**RESOLUTION NO. 2022-01 A RESOLUTION ESTABLISHING A CUSTOMER FACILITY CHARGE ON RENTAL CAR TRANSACTIONS AT FRIEDMAN MEMORIAL AIRPORT TO FUND RENTAL CAR RELATED PROJECTS, PROGRAMS, AND RELATED EXPENSES**

WHEREAS, FMA determined that the facilities that serve the rent-a-car companies are in need of updating, replacement and/or expansion;

WHEREAS, certain projects have been identified or will be in the future at the Airport (as defined in Section 2.1) to improve the convenience, security, and efficiency of rental cars for Airport users; and

WHEREAS, the Airport has determined that in order to fund and to provide Airport users with adequate Rental Car Facilities (as defined in Section 2.13) and related programs, it is in the best interest of the Airport, its users, and RACs (as defined in Section 2.10), to impose a Customer Facility Charge on Rent-A-Car Customers (as defined in Section 2.11) who rent automobiles from those RACs that operate from Airport facilities:

BE IT ENACTED BY THE FRIEDMAN MEMORIAL AIRPORT AUTHORITY (FMAA): FMAA Resolution No. 2022-01 is enacted and will read as follows:

**Section 1. Findings and Purpose**

1.1 The Friedman Memorial Airport Authority finds as follows:

1.1.1 That the Friedman Memorial Airport Authority operates the Friedman Memorial Airport, which includes the rental car facilities used by RACs at the Airport; and

1.1.2 That the Airport, including the Rental Car Facilities contributes to a strong economic base for the community, and is of vital importance to the health, safety, and welfare of the public; and

1.1.3 That the Airport has required, and will continue to require, substantial expenditure for capital investment, operation, maintenance, and development of the Rental Car Facilities to meet the future demand of the Rent-A-Car Customers; and

1.1.4 That the revenues received from Airport Rent-A-Car Customers are vital to the economic well-being of the Airport; and

1.1.5 That pursuant to Section 4.1 of the Second Amended and Restated Joint Powers Agreement, the Airport has the authority to enact resolutions to regulate the use of its properties, including Rental Car Facilities, and in collecting the Customer Facility Charge (as defined in Section 2.4), the Airport is imposing a fee for the use of these facilities at the Airport; and

1.1.6 Pursuant to 49 U.S.C. §§ 47107(b)(1) and 47133(a), the Customer Facility Charge proceeds will be used for the construction, maintenance and improvement of Rental Car Facilities and Enabling Projects (as defined in Section 2.5) at the Airport; and

1.1.7 That it is essential that the Airport remain financially healthy to perform its economic role in the community and to provide the community with cost-effective aviation facilities; and

1.1.8 That, in order to generate revenue for purposes of maintaining and developing the Rental Car Facilities for the convenience of the traveling public, it is necessary to adopt and implement a system of fees to be paid by Rent-A-Car Customers utilizing the Airport; and

1.1.9 That Rent-A-Car Customers should contribute toward the maintenance and continued development of the Rental Car Facilities; and

1.1.10 That the fees and regulations adopted herein are reasonable for the affected Rent-A-Car Customers.

1.2 The purpose of this Resolution is to enact regulations consistent with the above findings and this Resolution and the regulations published pursuant thereto shall be liberally construed to effectuate the purposes expressed herein.

## **Section 2. Definitions**

As used in this Resolution:

2.1 "Airport" shall mean Friedman Memorial Airport Authority, including all facilities and roads located within the geographical boundaries of Airport land designated as Friedman Memorial Airport, which, for purposes of this Resolution, shall include, but is not limited



to, the Airport terminal building, the Airport parking areas, the airfield, and all Airport not specified.

2.2 "Airport Director" or "Director" shall mean the Director of the Airport, or the Airport Director's designee.

2.3 "Annual Report" shall mean a report itemizing the number of Transaction Days each RAC had during the prior Airport Fiscal Year (as defined in Section 2.8) and the amount of CFCs calculated, collected, and remitted.

2.4 "Concession Agreement" shall mean an agreement entered into with the Airport whereby the RAC pays a percentage of its gross revenues to the Airport for the privilege of operating on or from the Airport, or any other similar agreement.

2.5 "Customer Facility Charge" or "CFC" shall mean the charge imposed on the Rent -A-Car Customer by the Airport for the benefit of the Airport and collected and remitted to the Airport by the RAC pursuant to this Resolution.

2.6 "Enabling Projects" shall mean projects and costs necessitated by the construction, maintenance, demolition, or operation of Rental Car Facilities.

2.7 "Implementation Date" shall mean October 1, 2022, the date on which the CFC shall commence to be charged to the Rent-A-Car Customers.

2.8 "Airport Fiscal Year" shall mean October 1st of any calendar year to September 30th of the following calendar year.

2.9 "Airport Policies/Policy" shall mean any policy adopted by the Airport intended to implement or define any portion of this Resolution.

2.10 "RAC" shall mean any rental car business operating or using Airport facilities at the Airport either under a Concession Agreement, lease, sublease, permit, or any other sort of agreement with the Airport or other RAC.

2.11 "Rent-A-Car Customer" shall mean any person or entity renting a vehicle from a RAC operating at, or from, the Airport under a Concession Agreement, lease, sublease, permit, or any other sort of agreement with the Airport or other RAC.

2.12 "Rental Car" shall mean an automobile rented from a RAC.

2.13 "Rental Car Facilities" shall mean those facilities which relate to rent-a-car operations and are used either exclusively or in part by the RACs.

2.14 "Transaction Day" shall mean a twenty-four (24) hour period or fraction thereof for which a Rent-A-Car Customer is provided the use of a Rental Car regardless of the duration or length of the rental term. However, if the same Rental Car is rented to more than one Rent-A-Car Customer within such continuous twenty-four (24) hour period, then each such rental shall be calculated as a Transaction Day' except that a partial day that is a grace period of no more than 2 hours after the last twenty-four (24) hour day booked shall not be considered a separate Transaction Day. In the event the Transaction Day or the rental agreement that includes the Transaction Day covers a portion of two different months or Airport Fiscal Years, the Transaction Day shall be considered to have taken place and be reported during the month the rental agreement closed.

### **Section 3. Customer Facility Charge**

3.1 Beginning on the Implementation Date, each Rent-A-Car Customer shall pay a fee for the use of the Airport Rental Car Facilities set by the Airport Director, as may be changed from time to time, for each Transaction Day a Rent-A-Car Customer rents an automobile, up to a maximum of fourteen (14) consecutive days per rental car transaction, subject to the Airport manager's rights under section 6.2. The initial fee was provided to the RACs no less than thirty (30) days prior to the Implementation Date. Each RAC shall collect and remit such fee to the Airport.

3.2 The Customer Facility Charge shall be shown as a separately itemized charge on each customer contract for such RAC and described as "Customer Facility Charge, "CFC", or any other term the Airport may approve in writing.

3.3 Each RAC shall include the CFC on all forms of reservations at least thirty (30) days prior to the date the Implementation Date and no later than thirty (30) days prior to any adjustment in the CFC rate.

3.4 Each RAC shall maintain records and controls that are sufficient to demonstrate the accuracy of the CFC revenues collected and the amount of CFC revenue collections remitted. These accounting records must be made available for inspection and examination with reasonable notice at all reasonable times to the Airport or a duly authorized representative. The Airport may audit each RACs books and records at any time to verify compliance with this Resolution. The Airport may use its own staff to perform audits under this Section or may engage an independent certified public accountant to perform the audit. If an audit reveals the RAC has incorrectly stated and collected the CFCs by more than two percent (2%), the entire expense of the audit shall be borne by the RAC. In any case, the RAC shall remit any additional amounts due that the audit determines within thirty (30) calendar days of the Airport's invoice. Interest shall accrue from the date any CFC was due under this Resolution. Interest charges will be 1%



per month. Charges referenced in this Section are exclusive of any other fees or penalties under this Resolution or any other agreement the RAC may have with the Airport.

#### **Section 4. Eligible Projects**

The Customer Facility Charge collected pursuant to this program shall be expended for projects related to Rental Car Facilities and any related Airport approved projects and program costs. Such projects and related program costs shall be determined and approved by the Airport, and may include, but not be limited to, studies, consulting fees, plans and specifications, construction, demolition, and reimbursements to the Airport for costs associated with operating and maintaining Rental Car facilities. For the purposes of this Section, projects related to Rental Car Facilities shall include the construction of Rental Car Facilities and any improvements made to existing Rental Car Facilities after the Effective Date of this Resolution and the maintenance, operation, and demolition of such. Nothing in this Section shall preclude the Airport from reimbursing itself for any costs associated with implementation of this Resolution, including but not limited to, consulting and legal fees. CFCs may be assigned and pledged or otherwise committed to repay debt service on bonds issued or other financing used to fund Rental Car facilities and projects, to fund and replenish reserves therefor, and to pay costs associated therewith.

#### **Section 5. Collection**

5.1 Each RAC must hold the CFC revenues collected by it in trust in a fiduciary capacity for the Airport. All CFC revenue collected and held will be considered the property of the Airport and will be excluded from gross revenues under Concession Agreements.

5.2 Each CFC shall be collected from all Rent-A-Car Customers, including Rent-A-Car Customers receiving complimentary or discounted Rental Cars.

5.3 Each RAC shall remit all CFCs that were collected or those that should have been collected, regardless of whether or not actually collected by the RAC, from Rent-A-Car Customers on a monthly basis to the Airport together with the monthly statement of Transaction Day transactions in a format approved by the Airport, which shall include Transaction Days. The CFCs shall be remitted and received by the Airport no later than the twentieth (20th) of the month following the month in which the CFCs were collected. Failure to strictly comply with this Section shall be considered a violation of this Resolution and those remedies set forth in Section 7 shall be available to the Airport. If the Airport so directs in its sole discretion, the RAC shall remit the CFCs to a Trustee appointed by the Airport for the purpose of retaining the CFCs in trust.

5.4 The RAC shall not be entitled to any compensation for collection and remittance of the CFCs and shall make no attempt to charge or collect from any Rent-A-Car Customer any such fee for such collection or remittance.

5.5 No later than December 1st of each year, each RAC shall furnish an Annual Report to the Airport signed by the RACs chief financial officer or highest ranking financial manager, or employee with actual knowledge and expertise in the CFC collection, or an independent certified public accounting firm, stating that the CFCs remitted by the RAC to Airport during the preceding year were properly calculated and remitted in accordance with the terms of this Resolution. The Annual Report shall be in a form approved by the Airport and shall contain a complete, itemized statement demonstrating the Transaction Days and the total CFCs calculated and remitted.

## **Section 6. Airport Reservation of Rights**

6.1 The Airport Director is authorized to issue and publish additional Airport Policies to implement this Resolution as is deemed necessary by the Director. Should this Resolution conflict with the Airport Policies, this Resolution shall prevail, but the Airport Policies must be applied to the fullest extent that they do not conflict.

6.2 The Airport Director is authorized, at any time and from time to time, as the Director deems necessary, to change the amount of the CFC or place a limitation on the number of Transaction Days the CFC is to be collected from a single Rent-A-Car Customer within a single rent-a-car transaction. This amount or limit on the number of days to be collected, may be modified with sixty (60) days written notice consistent with Section 8 to the RACs at the notice address currently on file under each companies Agreement with the Airport.

## **Section 7. Violation of Resolution**

In the event that a RAC violates any provision of this Resolution or the Friedman Memorial Airport Rules pertaining to the CFC, or any applicable law or Airport Policy pertaining to collection of the CFCs, the Airport may, in addition to any other rights or remedies allowed by this Resolution, at law or in equity, deem such violation to be a default under the RACs Concession Agreement, or any other agreement the RAC may have with the Airport.

## **Section 8. Notice of Violation**

8.1 The Airport shall have the authority to issue a Notice of Resolution Violation. The Notice shall set forth:

8.1.1 The nature of the violation(s) which is the reason for the violation;



8.1.2 The date of the violation(s); and

8.1.3 The date on which the violation shall result in a default under the Concession Agreement.

8.2 Notice as required by this Section 8, or any other notice required by this Resolution to be given to a RAC, is sufficient if delivered in person or sent by certified U.S. mail, return receipt requested, to the last address on file with the Airport. Notice shall be deemed issued when the notice is hand-delivered or deposited in the U.S. mail.

## **Section 9. Civil Penalties**

Pursuant to Section 7.2 of the Second Amended and Restated Joint Powers Agreement, if allowed by law, the Airport shall be entitled to impose civil penalties for the violations of this Resolution pertaining to the Customer Facility Charge imposed by this Resolution. Such penalty shall be equal to twenty five percent (25%) of the CFC involved. Where the RAC is required to pay, collect, and/or remit a fee, charge, or toll to the Airport, each calendar day the fee, charge, or toll is past due shall be considered a separate violation.

## **Section 10. Criminal Sanctions**

Any violation of this Resolution shall be upon conviction, be punished by a fine not to exceed the maximum penalty set forth in Hailey City Code §13.12.010. Where the violation is continuing, each calendar day the violation continues shall be considered a separate violation.

## **Section 11. Remedies Non-exclusive**

All of the rights and remedies set forth herein, as well as all other rights and remedies available at law or in equity for violations of this Resolution shall be non-exclusive and the Airport shall be entitled to pursue one or more of them simultaneously for each violation of this Resolution.

## **Section 12. Time Periods**

Time periods set forth in this Resolution shall be based on calendar days, unless otherwise specified. In the event the final day for action falls on a Saturday, Sunday, or legal holiday observed by the Airport, then the period shall extend to the next day that the Airport is open for business.

### Section 13. Effective Date

This Resolution shall be effective October 1, 2022.

### Section 14. Savings Clause

In the event any phrase, clause, sentence, paragraph, or paragraphs of this Resolution is declared invalid for any reason, the remainder of the sentence, paragraph, or paragraphs of this Resolution shall not be thereby invalidated, but shall remain in full force and effect, all parts being hereby declared separable and independent of all others. In the event that a judgment is entered, and all appeals exhausted, which judgment finds, concludes or declares that this Resolution is unconstitutional or is otherwise invalid, the RAC shall collect and remit to the Airport the Customer Facility Charge established by regulations issued by the Airport Director pursuant to this Resolution.

ADOPTED THIS \_\_\_\_ day of \_\_\_\_\_, 2022, being effective October 1<sup>st</sup>, 2022.

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

By: \_\_\_\_\_  
Board Chair

By: \_\_\_\_\_  
Airport Director

APPROVED AS TO LEGAL SUFFICIENCY FOR THE AIRPORT

By: \_\_\_\_\_  
Legal Counsel



**VERSION: Created 06.09.22**



FRIEDMAN MEMORIAL AIRPORT  
PROPOSED FY 2023 BUDGET BUILD  
DRAFT

VERSION: Created 06.09.22

		FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
		Year End	Year End	Year End	2022 Budget	Proposed Budget
51	Total 4080-00 · HANGAR REVENUE	\$ 653,601	\$ 682,899	\$ 805,589	\$ 705,060	\$ 715,636
52						
53	4090-00 · TIEDOWN PERMIT FEES REVENUE					
54	4090-01 · Tiedown Permit Fees (FMA)	\$ 12,370	\$ 19,964	\$ 33,243	\$ 31,000	\$ 31,465
55	Total 4090-00 · TIEDOWN PERMIT FEES REVENUE	\$ 12,370	\$ 19,964	\$ 33,243	\$ 31,000	\$ 31,465
56						
57	4100-00 · POSTAL CARGO REVENUE					
58	4100-01 · Cargo Carriers - Landing Fees	\$ 10,879	\$ 9,323	\$ -	\$ -	\$ -
59	4100-02 · Postal Cargo - Tiedown	\$ 2,970	\$ 4,021	\$ 5,472	\$ 5,500	\$ 5,500
60	Total 4100-00 · POSTAL CARGO REVENUE	\$ 13,849	\$ 13,343	\$ 5,472	\$ 5,500	\$ 5,500
61						
62	4110-00 · MISCELLANEOUS REVENUE					
63	4110-01 · Misc. Revenue	\$ 22,818	\$ 6,153	\$ 16,856	\$ 5,000	\$ 5,000
64	4110-05 · Misc. Incident/Accident	\$ -	\$ 47,198	\$ -	\$ -	\$ -
65	4110-09 · Misc. Expense Reimbursement	\$ 9	\$ -	\$ 40	\$ -	\$ -
66	Total 4110-00 · MISCELLANEOUS REVENUE	\$ 22,827	\$ 53,351	\$ 16,896	\$ 5,000	\$ 5,000
67						
68	4120-00 · GROUND TRANSP. PERMIT REVENUE					
69	4120-01 · Ground Transportation Permit	\$ 22,500	\$ 19,300	\$ 19,150	\$ 24,000	\$ 24,000
70	4120-02 · GTSP - Trip Fee	\$ 5,100	\$ 3,380	\$ 3,380	\$ 5,000	\$ 5,000
71	Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	\$ 27,600	\$ 22,680	\$ 22,530	\$ 29,000	\$ 29,000
72						
73	4400-00 · TSA/SECURITY					
74	4400-02 · Terminal Lease	\$ 40,365	\$ 40,365	\$ 41,910	\$ 42,000	\$ 41,910
75	4400-03 · Security Prox. Cards	\$ 36,110	\$ 29,830	\$ 33,540	\$ 30,000	\$ 33,540
76	Total 4400-00 · TSA/SECURITY	\$ 76,475	\$ 70,195	\$ 75,450	\$ 72,000	\$ 75,450
77						
91	4520-00 · INTEREST REVENUE					
92	4520-01 · Interest Revenue - General	\$ 44,499	\$ 32,930	\$ 11,719	\$ 15,000	\$ 15,000
93	4520-07 · Interest Revenue - '14 PFC	\$ 89	\$ 23	\$ 32	\$ -	\$ -
94	4520-08 · Finance Fee Rev.	\$ 4	\$ -	\$ -	\$ -	\$ -
95	Total 4520-00 · INTEREST REVENUE	\$ 44,592	\$ 32,953	\$ 11,750	\$ 15,000	\$ 15,000
96						
97	4600-00 · CARES Act Grant Operational					
98	4600-01 · CARES Act Grant Operational			\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
99	Total 4600-00 · CARES Act Grant Operational			\$ 2,000,000	\$ 2,000,000	\$ 2,000,000
100						
101	TOTAL REVENUE	\$ 4,478,242	\$ 4,080,449	\$ 6,674,333	\$ 6,552,320	\$ 7,170,145
102						
103	"A" EXPENSES					
104						
105	5000-00 · A EXPENDITURES					
106	5000-01 · Salaries - Airport Director	\$ 154,022	\$ 157,724	\$ 158,371	\$ 158,371	\$ 166,290
107	5010-00 · Salaries - Deputy Director F&A	\$ 140,388	\$ 268,341	\$ 103,500	\$ 106,000	\$ 101,048
108	5010-01 · Salaries - Admin Coordinator	\$ 171,171	\$ 122,542	\$ 124,292	\$ 120,000	\$ 122,200
110	5010-03 · Salaries - Sr. Admin Coordinator	\$ -	\$ 28,500	\$ 31,094	\$ 71,302	\$ 69,000
111	5020-00 · Salaries - Deputy Director O&M		\$ 171,908	\$ 99,677	\$ 100,700	\$ 127,200
112	5030-00 · Salaries - ARFF/OPS Specialist	\$ 447,137	\$ 457,797	\$ 492,628	\$ 577,139	\$ 547,618
114	5030-01 · Salaries - Parking Specialists				\$ 42,500	\$ 107,000
115	5040-00 · Salaries- Security Manager	\$ 87,496	\$ 91,875	\$ 94,190	\$ 91,568	\$ 96,146





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116	5050-00 · Salaries - Seasonal Snow Removal	\$ 20,268	\$ 39,093	\$ 64,186	\$ 70,000	\$ 70,000
117	5050-01 · Salaries - Seasonal - Arpt. Host	\$ 4,583	\$ 5,138	\$ 3,923	\$ 5,000	\$ 5,000
118	5050-02 · Salaries - Salary Adjustment/Merit	\$ -	\$ -	\$ -	\$ 79,084	\$ 84,975
119	5050-03 · Salaries - One Time Pay	\$ -	\$ -	\$ 12,550	\$ 5,000	\$ 5,000
120	5050-04 · ARFF Coverage			\$ 1,420	\$ 9,600	\$ 9,600
121	5060-01 · Overtime - General	\$ -	\$ -	\$ -	\$ 2,000	\$ 2,000
122	5060-02 · Overtime - Snow Removal	\$ 58,853	\$ 29,037	\$ 18,267	\$ 45,000	\$ 45,000
124	5070-05 · Compensated Absences Accrued	\$ 35,654	\$ (137,622)	\$ (40,735)	\$ -	\$ -
125	5100-00 · Retirement	\$ 133,144	\$ 149,833	\$ 147,829	\$ 161,550	\$ 169,298
126	5110-00 · Social Security/Medicare	\$ 87,414	\$ 93,998	\$ 87,892	\$ 110,250	\$ 119,249
127	5120-00 · Life Insurance	\$ 1,274	\$ 1,478	\$ -	\$ 2,000	\$ 2,000
128	5130-00 · Medical Insurance	\$ 193,248	\$ 224,559	\$ 223,236	\$ 255,000	\$ 255,000
129	5160-00 · Workman's Compensation	\$ 16,635	\$ 20,036	\$ 18,625	\$ 20,000	\$ 20,000
130	5170-00 · Unemployment Claims	\$ 962	\$ 660	\$ -	\$ -	\$ -
131	5180-00 · Prior year p/r/ corrections			\$ (7,564)	\$ -	\$ -
132	TOTAL "A" EXPENDITURES	\$ 1,552,248	\$ 1,724,899	\$ 1,633,382	\$ 2,032,064	\$ 2,123,624
133						
134	"B" EXPENSES - ADMINISTRATIVE					
135						
136	6000-00 · TRAVEL EXPENSE					
137	6000-01 · Travel - Conference/Project Expenses	\$ 27,985	\$ 4,373	\$ 1,658	\$ 40,000	\$ 40,000
138	Total 6000-00 · TRAVEL EXPENSE	\$ 27,985	\$ 4,373	\$ 1,658	\$ 40,000	\$ 40,000
139						
140	6010-00 · SUPPLIES/EQUIPMENT EXPENSE					
141	6010-01 · Supplies/Equipment - Office	\$ 7,961	\$ 3,992	\$ 5,947	\$ 8,000	\$ 8,000
142	6010-02 · Supplies/Equipment - Parking	\$ 1,084	\$ 820	\$ 184	\$ 1,000	\$ 1,000
143	6010-03 · Supplies/Equipment - Computer	\$ 10,354	\$ 8,047	\$ 7,651	\$ 13,000	\$ 25,000
144	Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE	\$ 19,398	\$ 12,859	\$ 13,782	\$ 22,000	\$ 34,000
145						
146	6020-00 · INSURANCE					
147	6020-01 · Insurance - Liability	\$ 50,692	\$ 53,257	\$ 53,124	\$ 55,920	\$ 55,100
150	Total 6020-00 · INSURANCE	\$ 50,692	\$ 53,257	\$ 53,124	\$ 55,920	\$ 55,100
151						
152	6030-00 · UTILITIES					
153	6030-01 · Utilities - Gas/Terminal	\$ 14,100	\$ 14,100	\$ 12,925	\$ 15,000	\$ 14,000
154	6030-02 · Utilities - Gas/AOB & Cold Storage	\$ 4,476	\$ 4,280	\$ 5,232	\$ 4,700	\$ 5,500
155	6030-03 · Utilities - Elect./Runway&PAPI	\$ 5,838	\$ 5,330	\$ 5,860	\$ 6,000	\$ 6,000
156	6030-04 · Utilities - Elec./AOB & Cold Storage	\$ 8,056	\$ 7,704	\$ 8,325	\$ 8,100	\$ 8,100
157	6030-05 · Utilities - Electric/Terminal	\$ 54,748	\$ 54,886	\$ 49,528	\$ 56,000	\$ 56,000
158	6030-06 · Utilities - Telephone	\$ 16,875	\$ 17,031	\$ 16,123	\$ 17,200	\$ 17,200
159	6030-07 · Utilities - Water	\$ 8,933	\$ 12,894	\$ 9,860	\$ 11,000	\$ 11,000
160	6030-08 · Utilities - Garbage Removal	\$ 13,890	\$ 12,887	\$ 13,912	\$ 13,500	\$ 14,500
161	6030-09 · Utilities - Sewer	\$ 4,021	\$ 5,268	\$ 5,112	\$ 4,800	\$ 4,800
162	6030-11 · Utilities - Electric/Tower	\$ 5,410	\$ 5,649	\$ 7,399	\$ 5,800	\$ 7,000
163	6030-12 · Utilities - Elec./Brdf. Hghl	\$ 387	\$ 360	\$ 452	\$ 400	\$ 500
164	6030-13 · Utilities - Elec. - Exit Booth	\$ 2,250	\$ 1,808	\$ 1,413	\$ 2,200	\$ 2,200
165	6030-15 · Utilities - Elec/AWOS	\$ 3,645	\$ 3,666	\$ 3,484	\$ 3,800	\$ 3,800
166	6030-16 · Utilities - Elec. Wind Cone	\$ 115	\$ 120	\$ 134	\$ 150	\$ 150
167	6030-17 · Utilities - Elec./Gas - Hangar	\$ 3,314	\$ 2,767	\$ 3,031	\$ 3,500	\$ 5,000
168	6030-18 · Utilities - Lubricant Waste Disposal	\$ -	\$ 540	\$ 292	\$ 600	\$ 300



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169	Total 6030-00 · UTILITIES	\$ 146,061	\$ 149,289	\$ 143,079	\$ 152,750	\$ 156,050
170						
171	6040-00 · SERVICE PROVIDER					
172	6040-01 · Service Provider - General	\$ -	\$ 562	\$ 238	\$ -	
173	6040-02 · Service Provider - Term. Services	\$ 4,502	\$ 8,828	\$ 6,505	\$ 8,900	\$ 8,900
174	6040-03 · Service Provider - AOB Services	\$ 56,140	\$ 62,640	\$ 51,231	\$ 52,000	\$ 52,000
175	6040-04 · Service Provider - Operations	\$ 13,350	\$ 28,435	\$ 15,941	\$ 16,000	\$ 16,000
176	6040-13 · Service Provider - Parking					\$ 8,100
177	Total 6040-00 · SERVICE PROVIDER	\$ 73,992	\$ 100,465	\$ 73,915	\$ 76,900	\$ 85,000
178						
179	6050-00 · PROFESSIONAL SERVICES					
180	6050-01 · Professional Services - Legal	\$ 49,645	\$ 73,079	\$ 88,406	\$ 80,000	\$ 100,000
181	6050-02 · Professional Services - Audit/Finance	\$ 52,820	\$ 64,916	\$ 59,888	\$ 70,000	\$ 80,000
182	6050-03 · Professional Services - Engineer	\$ 14,288	\$ 76,435	\$ 7,441	\$ 25,000	\$ 26,500
183	6050-04 · Professional Services - Human Resources	\$ -	\$ 29,375	\$ 6,004	\$ 12,000	\$ 15,000
184	6050-05 · Professional Services - Gen.	\$ 33,788	\$ 16,991	\$ 198,250	\$ 15,000	\$ 20,000
185	6050-07 · Professional Services - Architect	\$ -	\$ 4,254		\$ -	
186	6050-10 · Prof. Svcs.-IT/Comp. Support	\$ 18,783	\$ 4,224	\$ 38,567	\$ 80,000	\$ 132,000
187	6050-12 · Prof. Serv.-Planning - Air Service	\$ 2,613	\$ 14,737	\$ 6,813	\$ 8,000	\$ 8,000
188	6050-13 · Prof. Serv.-Website Design & Maintenance	\$ 1,698	\$ 47,157	\$ 9,292	\$ 4,000	\$ 10,000
189	6050-15 · Professional Services - Comm Coord/Outreach	\$ 2,597	\$ -	\$ 14,485	\$ 42,000	\$ 25,000
190	6050-17 · Professional Services - Airspace Consulting	\$ 34,754	\$ -	\$ 24,963	\$ 55,000	\$ 30,000
191	6050-18 · Professional Services - Approach Maintenance & Misc. Services	\$ -	\$ -	\$ 781	\$ 8,000	\$ 35,000
192	6050-19 · Professional Services - ATCT Relocation	\$ 21,433	\$ 1,700	\$ 14,738	\$ 55,000	\$ 60,000
193	6050-20 · Professional Services - New Approach		\$ 1,779		\$ 75,000	\$ -
194	6050-00 · Professional Services - Other		\$ 1,779		\$ 25,000	\$ 25,000
195	Total 6050-00 · PROFESSIONAL SERVICES	\$ 232,418	\$ 336,427	\$ 469,627	\$ 554,000	\$ 566,500
196						
197	6060-00 · MAINTENANCE-OFFICE EQUIPMENT					
198	6060-01 · Maint.-Office Equip./Gen.	\$ 17	\$ -	\$ 17	\$ -	\$ -
199	6060-04 · Maintenance - Copier	\$ 1,907	\$ 1,443	\$ 1,553	\$ 2,000	\$ 2,000
200	6060-05 · Maintenance - Phone	\$ 1,215	\$ 1,215	\$ 1,215	\$ 1,300	\$ 1,215
201	Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT	\$ 3,139	\$ 2,658	\$ 2,785	\$ 3,300	\$ 3,215
202						
203	6070-00 · RENT/LEASE OFFICE EQUIPMENT					
204	6070-02 · Rent/Lease - Postage Meter	\$ 1,390	\$ 1,171	\$ 1,171	\$ 1,200	\$ 1,171
205	Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT	\$ 1,390	\$ 1,171	\$ 1,171	\$ 1,200	\$ 1,171
206						
207	6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E					
208	6080-01 · Dues/Memberships	\$ 7,321	\$ 2,486	\$ 6,671	\$ 6,000	\$ 6,000
209	6080-04 · Publications	\$ 3,754	\$ 2,362	\$ 4,786	\$ 2,500	\$ 3,500
210	Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E	\$ 11,075	\$ 4,848	\$ 11,457	\$ 8,500	\$ 9,500
211						
212	6090-00 · POSTAGE					
213	6090-01 · Postage/Courier Service	\$ 1,304	\$ 670	\$ 919	\$ 1,500	\$ 1,000
214	6090-00 · Postage/Courier Service			\$ 267	\$ -	\$ -
215	Total 6090-00 · POSTAGE	\$ 1,304	\$ 670	\$ 1,186	\$ 1,500	\$ 1,000
216						
217	6100-00 · EDUCATION/TRAINING					
218	6100-01 · Education/Training - Admin.	\$ 4,161	\$ 2,966	\$ 3,084	\$ 10,000	\$ 10,000





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219	6100-02 · Education/Training - OPS	\$ 6,609	\$ 4,335	\$ 3,569	\$ 14,000	\$ 14,000
220	6100-03 · Education/Training - ARFF	\$ 17,232	\$ 11,326	\$ 17,549	\$ 12,000	\$ 20,000
221	6100-04 · Education/Training - Trienn. Drill	\$ 1,303	\$ 2,713	\$ 754	\$ -	\$ 4,000
222	6100-06 · Education - Security	\$ 1,309	\$ 680	\$ 515	\$ 3,000	\$ 2,500
223	6100-08 · Education/Training - HFD/BFD	\$ -	\$ -	\$ -	\$ 5,000	\$ -
224	Total 6100-00 · EDUCATION/TRAINING	\$ 30,614	\$ 22,020	\$ 25,471	\$ 44,000	\$ 50,500
225						
226	6101-00 · PUBLIC OUTREACH/COMMUNICATIONS					
227	6101-01 · Public Outr/Comm - Publications/Sponsorships	\$ 28,670	\$ 34,441	\$ 27,318	\$ 35,000	\$ 35,000
228	6101-02 · Public Outr/Comm - Noise Abatement	\$ -	\$ 2,468	\$ -	\$ 500	\$ 500
229	6101-03 · Public Outr/Comm - SAAC	\$ 6,295	\$ 175	\$ 5,242	\$ 8,000	\$ 10,000
230	Total 6101-00 · PUBLIC OUTREACH/COMMUNICATIONS	\$ 34,965	\$ 37,084	\$ 32,560	\$ 43,500	\$ 45,500
231						
232	6110-00 · CONTRACTS					
233	6110-02 · Contracts - FMAA	\$ 42,000	\$ 42,000	\$ 38,500	\$ 42,000	\$ 42,000
234	6110-03 · Contracts - FBO/Aircraft Parking Fee Collection	\$ 58,800	\$ 39,200	\$ -	\$ -	\$ -
235	6110-08 · Contracts - Eccles Tree Lights	\$ 7,500	\$ -	\$ -	\$ -	\$ -
236	6110-16 · Contracts - Prkg Mngt Fee/Ops	\$ 340,227	\$ 265,481	\$ 206,063	\$ 200,000	\$ 50,000
237	6110-17 · Contracts - Landing Fee Equipment Maintenance	\$ -	\$ 14,560	\$ -	\$ 15,000	\$ 16,000
238	6110-18 · Contracts - Vector Commissions	\$ -	\$ 14,560	\$ 84,795	\$ 97,500	\$ 100,000
239	Total 6110-00 · CONTRACTS	\$ 448,527	\$ 375,801	\$ 329,359	\$ 354,500	\$ 208,000
240						
241	6130-00 · MISCELLANEOUS EXPENSES					
242	6130-01 · Misc. - General	\$ 14,039	\$ 9,069	\$ 303,393	\$ 15,000	\$ 15,000
243	6130-19 · COVID-19	\$ -	\$ 68,527	\$ 25,018	\$ -	\$ -
244	6140-00 · Bank Fees	\$ 17,613	\$ 15,410	\$ 20,704	\$ 15,000	\$ -
245	6140-01 · Merchant Fees	\$ -	\$ 165	\$ 363	\$ 250	\$ 22,000
246	6150-01 · Interest Exp - Prkg. Lot Equip	\$ 6,545	\$ 2,904	\$ -	\$ -	\$ -
247	Total 6130-00 · MISCELLANEOUS EXPENSES	\$ 38,198	\$ 96,075	\$ 349,478	\$ 30,250	\$ 37,000
248						
249	6400-00 · DOT/SCASGP					
251	6400-02 · DOT/SCASGP - FMAA	\$ 3	\$ -	\$ -	\$ -	\$ -
252	Total 6400-00 · DOT/SCASGP	\$ 3	\$ -	\$ -	\$ -	\$ -
253	TOTAL "B" ADMINISTRATIVE EXPENSES	\$ 1,119,761	\$ 1,196,996	\$ 1,508,653	\$ 1,388,320	\$ 1,292,536
254						
255	"B" EXPENSES - OPERATIONS					
256						
257	6500-00 · SUPPLIES/EQUIPMENT- OPERATIONS					
258	6500-01 · Supplies/Equipment - General	\$ 6,038	\$ 3,402	\$ 10,335	\$ 7,500	\$ 13,500
259	6500-02 · Supplies/Equipment - Tools	\$ 4,253	\$ 2,654	\$ 5,495	\$ 8,000	\$ 20,000
260	6500-03 · Supplies/Equipment - Clothing Ops	\$ 2,572	\$ 1,189	\$ 2,942	\$ 3,500	\$ 4,000
261	6500-04 · Supplies/Equipment - Janitorial	\$ 20,136	\$ 21,201	\$ 25,389	\$ 22,000	\$ 22,000
262	6500-07 · Supplies/Equipment - Clothing Parking Lot	\$ -	\$ -	\$ -	\$ -	\$ 2,000
263	Total 6500-00 · SUPPLIES/EQUIPMENT - OPERATIONS	\$ 32,999	\$ 28,446	\$ 44,160	\$ 41,000	\$ 61,500
264						
265	6505-00 · EQUIP/VEHICLE-LEASE/RENTAL					
266	6505-01 · General	\$ 48,560	\$ 87,759	\$ 87,534	\$ 90,000	\$ 88,000
267	Total 6510-00 · EQUIP/VEHICLE-LEASE/RENTAL	\$ 48,560	\$ 87,759	\$ 87,534	\$ 90,000	\$ 88,000
268						
269	6510-00 · FUEL/LUBRICANTS					



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270	6510-01 · General	\$ -	\$ 186	\$ 358	\$ -	\$ -
271	6510-02 · Fuel	\$ 39,693	\$ 30,929	\$ 39,640	\$ 50,000	\$ 50,000
272	6510-03 · Lubricants	\$ 1,375	\$ 3,650	\$ 4,155	\$ 5,000	\$ 8,000
273	Total 6510-00 · FUEL/LUBRICANTS	\$ 41,068	\$ 34,764	\$ 44,153	\$ 55,000	\$ 58,000
274						
275	6520-00 · VEHICLES/MAINTENANCE					
276	6520-01 · R/M Equipment - General	\$ 7,608	\$ 9,942	\$ 22,340	\$ 19,000	\$ 50,000
277	6520-06 · R/M Equip. '85 Ford Dump	\$ 241	\$ 1,630	\$ 2,954	\$ 1,000	\$ 6,000
278	6520-08 · R/M Equip. - '96 Tiger Tractor	\$ 1,253	\$ 234	\$ 2,986	\$ 1,200	\$ 1,000
279	6520-17 · R/M Equip. '01 Case 921 Ldr.	\$ 633	\$ 1,816	\$ 143	\$ 500	\$ 500
282	6520-20 · R/M Equip. - '02 Kodiak Blower	\$ 4,417	\$ 898	\$ 5,267	\$ 750	\$ 750
283	6520-25 · R/M Equip. - '04 Batts De-Ice	\$ 66	\$	\$ 101	\$ 500	\$ 500
284	6520-28 · R/M Equip. - '06 Case 621 Loader	\$ 9,157	\$ 779	\$ 35	\$ 1,000	\$ 1,000
285	6520-29 · R/M Equip. - '10 Wausau Broom/Plow	\$ 12,074	\$ 10,193	\$ 5,439	\$ 1,100	\$ 1,100
286	6520-30 · R/M Equip. - '05 Ford F-350	\$ 1,659	\$ 8,824	\$ 1,044	\$ 1,600	\$ 500
287	6520-31 · R/M Equip. - '10 Oshkosh Blower	\$ 1,554	\$ 1,995	\$ 4,319	\$ 3,500	\$ 9,000
288	6520-32 · R/M Equip. - '09 Mini Truck	\$ 164	\$ 359	\$ 75	\$ 350	\$ 350
289	6520-34 · R/M Equip. - '12 Case 921F Loader	\$ 2,287	\$ 6,356	\$ 1,460	\$ 2,500	\$ 1,000
290	6520-35 · R/M Equip. - '14 Ford Explorer	\$ 1,278	\$ 342	\$ 160	\$ 3,100	\$ 500
291	6520-36 · R/M Equip. - '10 Toyota Forklift	\$ 150	\$ -	\$ 113	\$ 250	\$ 250
292	6520-37 · R/M Equip. - '15 Tool Cat	\$ 7,584	\$ 3,726	\$ 394	\$ 400	\$ 3,000
293	6520-38 · R/M Equip. - '15 Wausau Broom	\$ 16,521	\$ 84	\$ 2,518	\$ 10,500	\$ 6,000
294	6520-39 · R/M Equip. - Boss Spreader	\$	\$	\$ 51	\$	\$ 250
296	6520-40 · R/M Equip. - '17 Ford-350 Super Cab	\$ 4,746	\$ 1,590	\$ 1,544	\$ 4,400	\$ 1,000
297	6520-41 · R/M Equip. - '17 Kodiak Blower	\$ 239	\$ 1,436	\$ 79	\$ 1,500	\$ 1,500
298	6520-43 · R/M Equip. - '18 279D Skid Steer	\$ 399	\$ 5,109	\$ 3,240	\$ 500	\$ 4,500
299	6520-44 · R/M Equip. - '18 972M Loader	\$ 645	\$ 4,736	\$ -	\$ 1,000	\$ 1,000
300	6520-45 · R/M Equip. - '19 Oshkosh Broom	\$ -	\$ 1,309	\$ 480	\$ 10,500	\$ 6,000
301	6520-46 · R/M Equip. - '20 Chev. 1500 PU	\$ -	\$ 2,360	\$ 3,666	\$ 3,500	\$ 1,900
302	6520-47 · R/M Equip. - '19 Cat 972M Loader	\$ -	\$ 1,355	\$ 2,657	\$ 1,000	\$ 1,000
303	6520-48 · R/M Equip. - '18 New Holland Tractor	\$ -	\$ 32	\$ 1,033	\$ 1,000	\$ 1,000
304	6520-49 · R/M Equip. - '21 M-B SRE Combo	\$ -	\$ 49,187	\$ 16,636	\$ 11,000	\$ 14,000
305	6520-50 · R/M Equip. - '22 MB Combo	\$ -	\$ -	\$ -	\$ 10,000	\$ 14,000
306	6520-51 · R/M Equip. - '22 MB Deice Truck	\$ -	\$ -	\$ -	\$ 3,000	\$ 3,000
307	6520-52 · R/M Equip. - '22 MB4 Blower	\$ -	\$ -	\$ -	\$ 1,000	\$ 2,000
308	6520-53 · R/M Equip. - '22 F-350	\$ -	\$ -	\$ -	\$ -	\$ 3,500
309	Total 6520-00 · VEHICLES/MAINTENANCE	\$ 73,616	\$ 114,697	\$ 78,853	\$ 95,650	\$ 136,100
310						
311	6530-00 · ARFF MAINTENANCE					
312	6530-01 · ARFF Maint. General/Supplies	\$ 2,822	\$ 865	\$ 3,701	\$ 10,000	\$ 10,000
313	6530-03 · ARFF Maint. - '87 Oshkosh	\$ -	\$ 398	\$ 302	\$ 400	\$ -
314	6530-04 · ARFF Maint. - Radios	\$ 1,169	\$ 254	\$ 3,496	\$ 3,500	\$ 6,000
315	6530-05 · ARFF Maint. - '03 E-One	\$ 3,196	\$ 2,216	\$ 22,464	\$ 2,500	\$ 2,500
316	6530-06 · ARFF Maint. - '20 Oshkosh Striker	\$ -	\$ -	\$ 2,210	\$ 1,000	\$ 1,000
317	Total 6530-00 · ARFF MAINTENANCE	\$ 7,187	\$ 3,733	\$ 32,173	\$ 17,400	\$ 19,500
318						
319	6540-00 · REPAIRS/MAINTENANCE - BUILDING					
320	6540-01 · R/M Bldg. - General	\$ 509	\$ 1,032	\$ 928	\$ 1,500	\$ 1,500
321	6540-02 · R/M Bldg. - Terminal	\$ 96,051	\$ 87,960	\$ 126,630	\$ 110,000	\$ 120,000
322	6540-03 · R/M Bldg. - Terminal Concession	\$ 778	\$ 1,050	\$ 2,551	\$ 2,500	\$ 6,000





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323	6540-04 · R/M Bldg. - Cold Storage	\$ 364	\$ 202	\$ 630	\$ 1,500	\$ 1,500
324	6540-05 · R/M Bldg. - AOB/SHOP	\$ 9,513	\$ 9,778	\$ 23,360	\$ 15,000	\$ 29,300
325	6540-06 · R/M Bldg. - Hangars	\$ 503	\$ 38	\$ 1,035	\$ 5,000	\$ 5,000
326	6540-07 · R/M Bldg. - Tower	\$ 5,719	\$ 9,308	\$ 9,557	\$ 7,000	\$ 7,000
327	6540-08 · R/M Bldg. - Parking Booth	\$ 747	\$ 165	\$ 120	\$ 1,000	\$ 1,000
328	Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING	\$ 114,185	\$ 109,534	\$ 164,811	\$ 143,500	\$ 171,300
329						
330	6550-00 · REPAIRS/MAINTENANCE - AIRSIDE					
331	6550-01 · R/M - General	\$ 15,639	\$ 5,909	\$ 4,961	\$ 8,000	\$ 8,000
332	6550-02 · R/M - Airfield/Runway	\$ 175,554	\$ 10,109	\$ 27,690	\$ 60,000	\$ 60,000
333	6550-03 · R/M - Airfield/Runway - Deice	\$ -	\$ 56,121	\$ 109,067	\$ 120,000	\$ 120,000
334	6550-04 · R/M - Lights	\$ 17,281	\$ 15,645	\$ 12,409	\$ 15,000	\$ 15,000
335	Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE	\$ 208,474	\$ 87,784	\$ 154,126	\$ 203,000	\$ 203,000
336						
337	6551-00 · REPAIRS/MAINTENANCE - LANDSIDE					
338	6551-01 · RM - General	\$ 959	\$ 160	\$ 268	\$ 1,000	\$ 1,000
339	6551-02 · RM - Parking Lot	\$ 5,410	\$ 7,310	\$ 4,846	\$ 7,000	\$ 10,000
340	6551-03 · RM - Landscaping	\$ 10,647	\$ 11,794	\$ 6,468	\$ 11,000	\$ 10,000
341	Total 6560-00 · REPAIRS/MAINTENANCE - LANDSIDE	\$ 17,017	\$ 19,264	\$ 11,582	\$ 19,000	\$ 21,000
342						
343	6560-00 · SECURITY EXPENSE					
344	6560-01 · Security - General	\$ 7,887	\$ 4,246	\$ 11,680	\$ 22,000	\$ 12,000
345	6560-02 · Security - Law Enforcement Officer(LEO)	\$ 4,474	\$ 6,064	\$ -	\$ 10,000	\$ 10,000
346	6560-03 · Security - Subscription License	\$ 82,392	\$ 53,768	\$ 59,961	\$ 61,665	\$ 62,565
347	6560-04 · Security - Perim./Access/CCTV	\$ 19,494	\$ 13,651	\$ 9,362	\$ 18,000	\$ 25,500
348	6560-05 · Security - Professional Services	\$ 3,905	\$ 2,250	\$ 20,364	\$ 10,900	\$ 19,000
349	6560-06 · Security - Prof. Services IT	\$ 7,581	\$ 4,973	\$ 4,147	\$ -	\$ -
350	Total 6560-00 · SECURITY EXPENSE	\$ 125,734	\$ 84,952	\$ 105,514	\$ 122,565	\$ 129,065
351						
352	6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU					
353	6570-01 · R/M Aeronautical Equip - NDB/DME	\$ 8,237	\$ 8,266	\$ 10,651	\$ 10,000	\$ 10,000
354	6570-02 · R/M Aeronautical Equip. - Tower	\$ 7,544	\$ 7,698	\$ 5,360	\$ 8,000	\$ 8,000
355	6570-04 · R/M Aeron. Equip. - AWOS/ATIS	\$ 8,498	\$ 8,237	\$ 8,451	\$ 8,500	\$ 8,500
356	6570-05 · R/M Aeron. Equip. - Aircraft Landing Cameras	\$ -	\$ -	\$ -	\$ -	\$ -
357	Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU	\$ 24,279	\$ 24,201	\$ 24,462	\$ 26,500	\$ 26,500
358	TOTAL "B" OPERATIONAL EXPENSES	\$ 693,120	\$ 595,136	\$ 747,367	\$ 813,615	\$ 913,965
359	TOTAL "B" EXPENSES	\$ 1,812,881	\$ 1,792,131	\$ 2,256,019	\$ 2,201,935	\$ 2,206,501
360						
361	TOTAL "A+B" EXPENSES	\$ 3,365,129	\$ 3,517,030	\$ 3,889,401	\$ 4,233,999	\$ 4,330,125
362						
363	OPERATIONAL NET POSITION	\$ 1,113,113	\$ 563,418	\$ 2,784,932	\$ 2,318,321	\$ 2,840,020



FRIEDMAN MEMORIAL AIRPORT  
PROPOSED FY 2023 BUDGET BUILD  
DRAFT

VERSION: Created 06.09.22		FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
		Year End	Year End	Year End	2022 Budget	Proposed Budget
364						
365	"C" REVENUE - CAPITAL BUDGET					
366	4752-01 · CARES Act					\$ 3,905,383
367	4753-01 · AIP '53 - Rehabilitate Runway Phase 2					\$ 65,000
368	4758-01 · AIP '58 - Rehabilitate Runway Phase 3					\$ 365,000
368	4800-00 · Current Year AIP					\$ 4,198,000
369	CFC Pass-through Revenue (account to be created)					\$ 210,000
370	Total "C" REVENUE					\$ 8,743,383
371	"C" EXPENSES - CAPITAL BUDGET					
372	7001-00 · CAPITAL EXPENDITURES					
373	7001-0* · CONTINGENCY					\$ 1,000,000
374	7001-02 · Buildings and Improvements					\$ 15,468,952
375	7001-03 · Airfield & General Improvements					\$ 425,000
	7001-04 · Office Equipment					\$ 12,000
376	7001-05 · Maintenance Equipment /Vehicle					\$ 80,000
377	7001-06 · Assessments/Plans/Studies					\$ 75,000
378	7001-09 · Security Equipment					\$ 40,000
379	7001-10 · SRE Acquisition Non-AIP					\$ 80,000
	7001-11 · Network Equipment					\$ 47,300
380	Total 7001-00 · CAPITAL EXPENDITURES					\$ 17,228,252
381	8501-00 · CIP - General					
382	8501-00 · CIP - General - Other					\$ 430,000
383	Total 8501-00 · CAPITAL EXPENDITURES					\$ 430,000
384	Total "C" EXPENSES					\$ 17,658,252
385	TOTAL OPERATIONAL + CAPITAL REVENUE					\$ 15,913,528
386	TOTAL "A+B+C" EXPENSES					\$ 21,988,377
387	AIRPORT TOTAL NET POSITION (BUDGETED)					\$ (6,074,849)



Raytheon - Competition Sensitive

**Friedman Memorial Airport  
SUN Digital Tower Project  
STATEMENT OF WORK (SOW)**

**June 1, 2022**

Friedman Memorial Airport Authority  
1616 Airport Circle  
Hailey, ID 83333



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## 1 PROJECT OVERVIEW

The SUN Digital Tower (SDT) project will provide Digital Tower services to Friedman Memorial Airport (SUN) in Hailey, Idaho as a safe, efficient replacement for the airport's existing aging control tower. The SDT will include optical and thermal video surveillance, ADS-B surveillance, and will integrate with existing airport lighting and communications systems.

The existing airport traffic control tower (ATCT) at SUN is mandated by FAA to be removed by 2023 as it exists within the Runway Object Free Area. SUN is pursuing a deadline extension with the FAA but regardless, the tower must be removed in the near future.



**Figure 1 - Friedman Memorial Airport**

### 1.1 SOW Overview

This Statement of Work (SOW) establishes the management and technical tasks to be performed, and the efforts required for the design, installation, test, training, and support, of the items to be delivered, to execute the contract to provision a Digital Tower (DT) system at SUN. This SOW defines the Vendor's scope of effort, provides descriptions of the work to be performed, and defines the deliverables to be produced, all in support of the SDT.

Section 2 of this document provides the technical requirements to be supported and the Deliverables to be provided.

Section 3 of this document identifies a notional timeline of events to be completed.

Section 4 of this document provides a project management framework for this contract.

Section 5 of this document identifies the security regimen applicable to this contract.

Section 6 of this document provides contract close-out requirements.

The Vendor's responsibilities, as described in this SOW, end upon acceptance of all Deliverables and completion of all tasks identified in this SOW.

The Vendor will meet the performance, acceptance, and delivery requirements listed in this SOW, consistent with the specification(s) identified herein.

## 1.2 Project Objectives

The intent of this SOW is to design, install, test, train, transition, and sustain a Digital Tower system at SUN including integrated visualization, automation, and surveillance components. The system will be adapted to the unique operational environment at SUN, and will continue to support the operational environment as it evolves. It is understood that to date the FAA has not completed certification of any DT to manage air traffic. The SDT project will leverage to the maximum extent the SDT technology components which are already certified, with planning for technology sustainment, and with the expectation that the Vendor will support the Customer in the process of operational certification of the SDT.

## 1.3 Current Operations

The existing ATCT at SUN provides visual air traffic control services to aircraft approaching or departing the airport, to overflights in the Class D airspace, and to aircraft on the airport surface. Separation services are not provided. Controllers may receive flight data from Salt Lake Center via the Flight Data Input / Output (FDIO) terminal. Controllers are alerted to approaching aircraft via radio communications, then, weather permitting, establish visual contact as the aircraft approaches through the valley south of the airport. The controller visually monitors the aircraft to landing, giving instructions as needed. On the airport surface, activity is monitored by the controller visually through the airport movement area and most of the non-movement area. Departing aircraft are monitored visually with verbal direction.

The unique topography at SUN (Figure 2) results in most movements being opposite direction operations (ODO) with a majority of departures via runway 13 and arrivals via runway 31. Adverse weather can limit operations in the valley.



**Figure 2 - SUN Runway 31 Arrival / Runway 13 Departure Corridor**

#### 1.4 Definitions

<b><u>Term</u></b>	<b><u>Meaning</u></b>
Acceptance, Accept, Accepted	In respect to the Deliverables hereunder, concurrence, that the Deliverable(s) meets the applicable Specifications and the terms of the contract.
Acceptable	The compliance of a Deliverable with the relevant Specification enabling the Deliverable to be Accepted by the Customer.
Customer	The Friedman Memorial Airport operator.
Deliverable	Any product, data, document, or service to be Delivered pursuant to this SOW.
Essential	FAA Service Thread Loss Severity Category. Service thread loss could be accommodated by reducing capacity without compromising safety, with only localized impact on National Airspace System (NAS) efficiency. Essential NAS Services shall have a minimum availability of .999.
Project	The work to produce and deploy the SDT.
Safety-Critical	FAA Service Thread Loss Severity Category. Service thread loss would present an unacceptable safety hazard during transition to reduced capacity operations. Safety-Critical NAS Services shall have a minimum availability of .99999.
Shall	Used to indicate a mandatory capability.
Should	Used to indicate a desirable capability.
Specification	Individually in the singular and collectively in the plural, the requirements listed under Section 2 for the design, dimensions, function, capabilities, materials, standards, and/or applications of the Deliverable components, subsystems or systems to be Delivered hereunder.
Statement of Work	This document inclusive of all associated annexes and amendments.
Support	Unless otherwise specified herein, Work where the Vendor is expected to provide review of documentation, response to queries, documentation for evidence, provide formal presentations, or perform low level ad hoc tasking under this SOW.
System	Unless otherwise specified, used to indicate the Digital Tower system supporting the capabilities defined in this document
Vendor	The organization providing the SDT to the Customer.
Will	Used to indicate a provision or service by the Vendor or an intention by the Vendor.
Work	The Delivery to the Customer of the SDT, and all components, materials, software, equipment, articles, incidentals, data and documentation, equipment, Project documentation, rights to be transferred to the Customer, together with the performance of any and all required management, labor, services, acts, development, including design, analysis, systems engineering, integration and test support, installation, training, transportation, support, and operations and maintenance services for the Delivery,



	Support, operation, and maintenance of the SDT, all in a manner to fully perform the work and to meet the Specifications and requirements of this SOW.
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## 2 TECHNICAL REQUIREMENTS

### 2.1 Introduction

This section identifies the minimum capabilities for the desired SUN operational concept. Capabilities identified as “shall” are expected to be demonstrated during system acceptance testing at SUN. Capabilities identified as “will” are required system capabilities or design goals which however may not be reasonably demonstrable during formal system acceptance testing at SUN.

### 2.2 Task Summary

The SDT system will replace the airport’s existing full service, Class D, ATCT, allowing for air traffic control services to be provided to aircraft arriving at, departing from, and operating at the airport by a controller not physically located in a tower cab with an out-the-window view. The air traffic services provided by the controllers using the SDT will be equivalent to those services provided today at the existing ATCT, and will be applicable in day and night operations as well as low visibility weather conditions. With implementation of the SDT, no changes to current airspace procedures are anticipated, and no separation services will be added by the ATCT with its implementation; with the SDT the controller’s tools will change but the controller’s responsibilities will not change.

The SDT allows for controllers to deliver the tower services without a direct visual out-the-window view of the airport surface and surrounding airspace. Instead, a variety of technologies will be employed for use by the controller as an alternative to building a traditional brick and mortar ATCT.

The SDT will display to the air traffic controller visual and track based data. Video cameras will acquire, and monitors will display to the air traffic controller a comprehensive picture of the airport surface and the surrounding airspace. New surveillance and a local automation system will track aircraft operating beyond visual range of SUN and will provide the controller with the air situation of all cooperative aircraft operating in the local Class D airspace including position, velocity, and, for equipped aircraft, altitude and identification. The surveillance will also provide the controller with identification of surface vehicles in the airport movement area.

The SDT at SUN will support the following operational environment factors:

- Single active runway 7550 feet long and 100 feet wide, and adjacent parallel taxiway
- 50,000 operations per year/multiple aircraft simultaneously in pattern
- Local, ground, and supervisor positions (may be consolidated depending on traffic levels)
- Mix General Aviation (GA) and commercial fleet including high performance corporate jets, helicopters, and flight school activity
- Predominant ODO departing runway 13, arriving runway 31
- Continuous system availability supporting current tower service 0700-2300 daily
- Day/night hours of operation
- All weather conditions

- Procedural coordination with overlying FAA Salt Lake City (ZLC) Air Route Traffic Control Center (ARTCC)

The following subsections give a high-level description of the concept for each component in the SDT.

#### **2.2.1 Video Surveillance System**

The video surveillance system shall consist of a series of day/night cameras and associated displays designed to afford the controller a visual representation of the airport surface to include the airport movement area, at least 3 nm into the airspace surrounding the airport, and up to 7 nm in the primary approach/departure corridor south of the airport. The video system will provide the ability to detect and display moving targets. The video system shall include a 360° view of the local airspace and a 180°-220° view at the south end of the airport to support and augment airborne target location and verification. The video system shall have the ability to associate surveilled or manually created tag information to a specific visual target and display that data and target location on the visual display. The video system shall include the ability to provide enhanced video display of selected areas of the airport by means of controller tasked pan-tilt-zoom (PTZ) camera(s). The combined camera and track-based systems will be capable of providing “runway separation” once certified by FAA (see Section 2.11).

#### **2.2.2 Track Based Automation System**

The automation system shall utilize ADS-B surveillance and flight information received from FDIO to provide situational awareness to the controller of activities in the local Class D airspace. The surveillance data shall be fused into a common air situation using an automation system certified to provide terminal automation services within the National Airspace System (NAS). Surveillance will cover the corridor south of SUN for at least 15 miles. The fused air situation shall be integrated with visual targets in the video surveillance system. The fused air situation shall be presented on an air situation track display to provide situational awareness beyond visual range. The tower controller will use the automation system display for airspace situational awareness only, not to provide separation services.

#### **2.2.3 Surface Surveillance**

As part of the SDT project the Vendor shall provide identification squitters for surface vehicles. The SDT shall detect and identify equipped surface vehicles in the airport movement area. The number of squitters to be provided is identified in Section 8 below.

#### **2.2.4 Airport Equipment**

The SDT will include an interface to, and controls for, the existing airport lighting system.

#### **2.2.5 Minimum Equipment List and Quantity Items**

In addition to the video/track based surveillance provided by the Vendor, the Vendor will coordinate with the FAA to furnish the SDT facility with equipment specified in the Minimum Equipment List (MEL) to



provide tower control services. Quantities and responsibilities for MEL and quantity item procurement are as identified in Section 8 below.

The vendor shall coordinate with the FAA to provide a FDIO device, direct communication with the overlying radar facility, and all FAA Telecommunications Infrastructure (FTI) communications as required.

#### **2.2.6 Control Facility**

The Customer will provide secure Class A office space to serve as a control facility. The control facility will include: a control room containing the controller working positions, and an adjacent equipment room to contain servers, networking equipment, and so on. The control facility will also include capabilities such as a break room and office space per facility requirements, and other features at the Customer's discretion. The control facility will be located on airport property within a new or existing building as determined by the Customer. The Customer will provide the necessary environmental systems in the control facility.

The Vendor shall provide the Customer with building specifications for the digital tower system functionality only. The Customer will incorporate these specifications into their Control Facility design. The Vendor shall participate in the review of CFE Control Facility design drawings and will have the opportunity to provide comments prior to design finalization. The Vendor will only review and comment on the design as related to the digital tower system, and will review any other components of the Control Facility design.

Power supply is classified as a Safety Critical system. The Vendor shall identify power requirements at the control facility as part of the system design. The Customer will provide access to redundant diverse power sources at the control facility, or a generator backup power supply to support all essential digital tower systems, including an uninterruptible power supply (UPS) for critical systems until transition to backup power is complete. The Vendor will install the necessary equipment within the control facility.

#### **2.2.7 Remote Facilities**

The Vendor will renovate or construct secure facilities, as needed, for any remote equipment located on airport property outside of the control room and equipment room. The Vendor shall identify power requirements for the remote equipment on the airport property as part of the system design. The Customer will provide access to power source for the remote equipment on the airport property.

The Vendor shall provide remote access capability to the SDT in order to provide the ability for a technician to manage technical aspects of the SDT and to investigate and diagnose technical issues. Access to the SDT via this remote capability shall be managed at the SDT.

##### **2.2.7.1 Remote Workstation (Option)**

The Vendor may provide a controller workstation remotely located at an FAA facility to facilitate FAA system evaluation and certification efforts. Access to the SDT via this remote workstation shall be managed at the SDT.

## **2.2.8 Communications**

The Customer will provide all communications lines outside of the Control Facility, and between the Control Facility and any Remote Facilities. This includes external communications services to the Control Facility to provide an FTI drop for FDIO services and for other equipment requiring a communications link. It is anticipated that communication services between the Control Facility and any Remote Facilities will be on airport property, though this may require re-evaluation post-Site Survey.

## **2.3 Required Capabilities**

The following are the minimum required capabilities for the desired operational concept at SUN.

### **2.3.1 Overall System**

- 2.3.1.1** The System shall provide independent local, ground, and watch supervisor positions' processors, displays, and controls which may be removed and replaced without affecting overall system availability.
- 2.3.1.2** The System will support displaying information, alerts, and statuses of other external integrated systems (e.g., airfield lighting).
- 2.3.1.3** The System shall provide configurable alerting based on video and track detection/movement for areas of interest.
- 2.3.1.4** The System shall utilize a readily available external time synchronization system (reference time within 10 milliseconds) as part of the SDT system.

### **2.3.2 Video System**

- 2.3.2.1** The System will provide an open architecture and support Commercial Off The Shelf (COTS) cameras and video components that have a standards-based interface.
- 2.3.2.2** The System shall utilize video cameras which are individually replaceable in case of failure.
- 2.3.2.3** The System shall provide continuous video surveillance of the designated airport movement area and local airspace.
- 2.3.2.4** The System shall support a minimum of 1920 x 1280 or 1080P video image resolution.
- 2.3.2.5** The System will support a minimum of 25 frames per second for the serving and display of all supplied video surveillance.
- 2.3.2.6** The System shall provide a 360° panoramic camera view of the airport and surrounding Class D airspace.
- 2.3.2.7** The System shall provide a 220° secondary panoramic camera view including the primary approach/departure corridor south of the airport.
- 2.3.2.8** The System's panorama views will be configured to minimize the zone of invisibility above the 360° panoramic view.
- 2.3.2.9** In addition to the individual local, ground, and supervisor console positions, the System shall include a video wall with a 360° representation of the panoramic view.

- 2.3.2.10** The System shall provide a capability to generate multiple seamless panoramic fields of view of up to 360° on a single display as well as a cluster of displays at each working position.
- 2.3.2.11** The System shall provide the end user a customizable interface for display of video allowing for simultaneous viewing and manipulation of multiple panoramic and window inset views.
- 2.3.2.12** The System shall allow the end user to graphically add video overlaid text symbols and graphics, which are configurable by color, transparency, and geographic location.
- 2.3.2.13** All cameras used by the System will be configured and equipped to keep the camera image clear and dirt-free under all weather conditions.
- 2.3.2.14** The System shall support the capability to clean the camera views from a remote location via the Graphical User Interface (GUI).
- 2.3.2.15** The System shall support at a minimum two optical PTZ cameras.
- 2.3.2.16** The System shall support at a minimum one PTZ camera incorporating an infra-red (IR) camera.
- 2.3.2.17** The System shall allow a minimum of 25 PTZ camera presets for each PTZ camera selectable by the user.
- 2.3.2.18** The System shall provide the end user a tablet, keyboard / pointer device, or joystick control of the PTZ cameras for pan, tilt, zoom, focus, and iris control.
- 2.3.2.19** The System shall present the view from the PTZ cameras to the controllers via a configurable GUI.
- 2.3.2.20** The System shall provide the capability to perform PTZ target acquisition and following based either on video motion or on ADS-B-initiated targets via user selection on target.
- 2.3.2.21** The System shall provide a zoomable view of the approach/departure corridor for each runway.
- 2.3.2.22** The System shall provide the capability to detect motion of a non-cooperative object in the field of view (airspace and surface) and indicate on the video display targets of interest to the end user with a symbol such as a surrounding box, circle or other methodology.
- 2.3.2.23** The System shall provide the ability to display a GUI with an accurate airport map at each working position.
- 2.3.2.24** The System shall provide the capability to associate track and flight plan data from the automation system to the applicable targets on the video system and display configured elements in a data tag.
- 2.3.2.25** The System shall support manual tagging of non-cooperative targets.
- 2.3.2.26** The System shall present data tags with smoothed position updates on the video display.
- 2.3.2.27** Cameras shall be connected to the digital tower facility via a closed fiber optic system.
- 2.3.3 Track Based Automation System**
  - 2.3.3.1** The System shall include a NAS-certified automation system providing fused surveillance track and flight data for situational awareness.



- 2.3.3.2** The System shall provide a certified situational awareness display at each control position, including display of the track, flight data, and system health information.
- 2.3.3.3** The System shall accept ADS-B telemetry information from cooperative in-flight targets.
- 2.3.3.4** The System shall accept flight information, including call sign, from an FDIO interface.
- 2.3.3.5** The System shall provide the capability to track and display cooperative targets in the local Class D airspace indicating position, altitude, velocity, arrival/departure state, and call sign / track identification.
- 2.3.3.6** The System shall provide the capability to display arrival and departure flight plan information.
- 2.3.3.7** The System shall provide a track display update frequency of no less than 2 seconds.
- 2.3.3.8** The System will provide a system latency of not more than 1.5 seconds from target detection to display, at the 95<sup>th</sup> percentile.
- 2.3.3.9** The System will display all available tracks out to 25 NM from the airport reference point.
- 2.3.3.10** The System shall provide display centering and zoom functions.
- 2.3.3.11** The System shall provide a display with configurable range ring capability.
- 2.3.3.12** The System shall provide configurable manual display tagging functionality.
- 2.3.3.13** The System shall provide track trails configurable on the display.
- 2.3.3.14** The System shall provide the ability to display an accurate map of the Class D airspace with approach fixes and VFR reporting points.
- 2.3.3.15** The System shall have the ability to toggle the graphical display of maps depicting geographical and man-made obstacles within the Class B airspace.
- 2.3.3.16** The System shall allow configuration of the track presentation, size, and colors per applicable FAA orders.
- 2.3.3.17** The System shall allow filtering the display of flights based on altitude.
- 2.3.3.18** The System will provide track based minimum safe altitude visual and audible alerting, calculated based on adaptable parameters.
- 2.3.3.19** The System will provide track based visual and audible conflict alerting, calculated based on adaptable parameters.
- 2.3.3.20** The System shall provide a keyboard and pointer device display controls to the user interface.

#### **2.3.4 Surface Vehicles**

- 2.3.4.1** The System shall accept and display ADS-B telemetry information from cooperative aircraft on the surface movement area and from vehicle transponders.

#### **2.3.5 Light Gun**

- 2.3.5.1** The System shall provide the end user full light gun capabilities.
- 2.3.5.2** The System shall provide the end user a minimum of one PTZ camera view and controls that are synchronized to the indicated direction of the light gun.

**2.3.5.3** The System shall provide tablet, keyboard / pointer device, or joystick controls for the synchronized PTZ camera and light gun direction.

**2.3.5.4** The System shall provide the end user a GUI that allows the user to select any one of the multiple light gun patterns per 14 CFR 91.125 and AIM 4-3-13.

#### **2.3.6 Voice Communications**

**2.3.6.1** The Vendor shall provide the Voice Communication System (VCS) in quantities as identified in Section 8 below.

#### **2.3.7 Recording and Playback**

**2.3.7.1** The System shall provide the capability to record track and video views and store the data for 45 days.

**2.3.7.2** The System shall provide the capability to playback recorded track and video views in the same manner as originally recorded based on event time and date.

**2.3.7.3** The System shall provide the capability to record voice communication on separate channels for playback and store the data for 45 days.

#### **2.3.8 Monitoring and Maintenance**

**2.3.8.1** The System will provide an onsite and remote Maintenance Display capability indicating all system status, failure messages, and event logging, with the capability to allow the administrator to reset clearable faults.

**2.3.8.2** The System shall monitor and alert end users of latency, freezing, interruptions, and system reboots beyond configurable thresholds in the video system.

#### **2.3.9 Availability, Reliability, and Maintainability**

**2.3.9.1** The System will meet the FAA's Reliability, Maintainability, and Availability (RMA) definition for an Essential system.

**2.3.9.2** The System should incorporate "hot" swap-over redundant servers.

**2.3.9.3** The System shall operate in day, night, and low visibility weather conditions.

### **2.4 FAA Requirements**

**2.4.1.1** The System shall meet the requirements specified in the FAA's *Remote Tower (RT) Systems Minimum Functional and Performance Requirements for Non-Federal Applications*, Version 3.0 draft, January 2022. In the event of conflict between the FAA requirements and the requirements in this SOW, the requirements in this SOW will take precedence, however it is expected that any such conflicts will be addressed and mitigated as a joint activity between the Vendor and the Customer.

### **2.5 Systems Engineering**

#### **2.5.1 Site Surveys**

The Vendor shall be responsible for the preparation and execution of any Site Surveys necessary for the implementation of the SDT contract.

### **2.5.2 Human Factors**

The Vendor shall support early user engagement activities as part of the effort to perform initial SUN-specific configuration of the SDT. It is expected that these activities would be performed on-site at SUN.

### **2.6 Facilities and Infrastructure Design and Implementation**

The Customer will provide an SDT facility consisting of new or renovated office space on airport property, sufficient to support the technical capabilities as defined herein.

The Customer will provide all utilities on airport property and will install communications between facilities on airport property.

The Vendor's facilities and infrastructure design will include estimated overall requirements for utilities and environmental systems required for the Digital Tower system. The infrastructure design will include estimated overall bandwidth and network requirements for connection(s) between all facilities of the SDT, including telecommunications type, architecture, and quality of service to be used between SDT facilities.

### **2.7 Hardware Design and Delivery**

The Vendor will deliver hardware that:

- Provides the technical capabilities as defined herein,
- Includes spares as anticipated for the contract duration,
- Is compatible with the Project plans and milestones as defined in the Integrated Master Schedule,
- Is interoperable with the external platforms and products with which the SDT will interface,
- Maximizes the use of COTS platforms and products,
- Maximizes commonality of equipment across platforms, products, and capabilities.

The use of hazardous material as defined by the jurisdictional government or regulatory agencies shall be previously approved in writing by the Customer. Prohibited materials shall not be used.

The hardware delivery shall include a complete bill of materials.

### **2.8 Software Design and Delivery**

The Vendor will deliver all executable software that:

- Provides the technical capabilities defined herein,
- Is compatible with Project plans and milestones as defined in the Master Schedule,
- Is interoperable with external platforms and products with which the SDT will interface.

The delivered software may include custom, COTS, and/or Free and Open Source Software (FOSS) components. The delivered software shall include all rights as appropriate for use as the SUN SDT subject to applicable license agreements.

### **2.9 System Installation**

The Vendor shall:

- Provide equipment site design and installation plans.



This information shall include, identification of mounting details, space requirements including operation and maintenance access limitations imposed by ventilation or any other physical or performance constraints, power requirements including expected power dissipation and consumption, equipment grounding guidelines, and environmental control specifications;

- Perform the installation and integration of the DT equipment on-site. This includes the equipment identified as the Vendor's responsibility in Section 8 below. Provide all equipment unique tools, test equipment, installation spares, and handling equipment;
- Be responsible for the installation of camera masts;
- Be responsible for material necessary for the performance of the installation, i.e. the delivered installation equipment, tools, test equipment, and installation spares, cables and wiring and other material until time of site acceptance by the Customer;
- Be responsible for obtaining all approvals, agreements, and licenses necessary for the installation of the equipment;
- Comply with all codes and standards required for construction and installation;
- Provide a Site Acceptance Test.

The Customer will:

- Provide suitable office space to serve as the Control Facility
- Perform the installation of DT civil works and infrastructure on-site, including communications infrastructure between facilities, construction of mast bases, provision of critical power or generator, provision of other utilities, and UPS for critical systems.
- Acquire permits and zoning approvals as needed for system installation.

#### **2.9.1 Installation Schedule**

The Vendor shall perform installation in accordance with the Integrated Master Schedule (IMS). The IMS will be developed as a collaborative effort between the Customer and Vendor upon contract award.

#### **2.9.2 Acceptance/ Acceptance Criteria**

Acceptance of each of the products, services, documentation, and/or other Work items described in this Section 2 above, shall occur in accordance with defined Acceptance Criteria identified in the SDT Milestone Plan

#### **2.10 Certification**

**2.11 The Vendor shall propose an implementation process for certifying the SDT to manage air traffic at SUN, including obtaining all necessary regulatory approval, within the timeline stated in section 3. The Customer recognizes that the FAA certification procedures for a DT are not fully defined at the time of this writing, but it is expected that as part of this process the Vendor will be obligated to provide the FAA with product documentation beyond what would otherwise be required by the Customer for operation at SUN. The Vendor reserves the right for a deviation and waiver should those requirements change and/or be additive and shall identify any potential program impact.** Training

The Vendor shall provide operator training material and propose an on-the-job training process for controller operators.

The Vendor shall conduct familiarization and maintenance training before the site acceptance test.

## **2.12 Transition**

The Vendor shall propose a transition process by which operations move from the existing tower to the SDT with no interruption or impact to air traffic services. Removal of the existing tower once no longer needed will be the responsibility of the Customer.

## **2.13 Operations and Maintenance**

The Vendor shall provide system Operation and Maintenance (O&M) material.

The Vendor shall provide warranty documentation for all System components.

The Vendor will provide ongoing assisted O&M support to the users after Site Acceptance Test, categorized as pre- and post-certification support. The duration and tasks for the support are identified in the following sections.

Assigned O&M personnel will be knowledgeable in all aspect of the operation, troubleshooting, and debug of SDT equipment and the equipment system interfaces.

### **2.13.1 Pre-Certification**

The Vendor will provide ongoing assisted operation and maintenance support to the users after Site Acceptance Test, until certification, for a period of up to one year.

The vendor will provide an Operation and Maintenance (O&M) agreement for approval by the customer prior to SDT implementation agreement, including an estimate of ongoing pre-certification O&M beyond the one year should ongoing certification activities so necessitate.

As part of assisted pre-certification O&M support, the Vendor shall perform the activities listed below for the SDT equipment:

- Remote technical support, including:
  - Up to 8 incidents in a year;
  - Answering technical questions;
  - Remote troubleshooting;
  - Technical issue diagnosis and resolution; and
  - Issue escalation.
- Software updates to incorporate bug fixes, if needed, as required to achieve certification;
- Obsolescence management and reporting as needed; and
- Communication of technical and logistic problems which involve operation of the equipment or the system.

### **2.13.2 Post-Certification**

The Vendor will provide ongoing assisted operation and maintenance support to the users after system certification for a period of 5 years.

The vendor will provide an O&M agreement for approval by the customer prior to SDT implementation agreement, including an estimate of O&M beyond the first 5 year period.

#### **2.13.2.1 Annual Helpdesk and Technical Support**

As part of assisted O&M support, the Vendor shall perform the activities listed below for the SDT equipment:

- Remote assistance and helpdesk support;
- Remote technical support, including:
  - Up to 4 incidents in a year;
  - Answering technical questions;
  - Remote troubleshooting;
  - Technical issue diagnosis and resolution; and
  - Issue escalation.
- Obsolescence management and reporting as needed; and
- Communication of technical and logistic problems which involve operation of the equipment or the system.

#### **2.13.2.1 Annual Extended Helpdesk and Technical Support**

- The Extended Help Desk support adds an annual software update to incorporate bug fixes to the certified baseline. This update does not include new features or site change requests.

#### **2.14 Insurance**

The Vendor shall obtain, and always maintain during the term of this agreement, insurance in the following kinds and amounts:

1. Workers' Compensation Insurance in accordance with current State Statutes in the jurisdiction which work is being performed, including Idaho. Employer's Liability Insurance with limits at a minimum of \$500,000 each accident, and \$500,000 each disease.
2. Commercial General Liability at a minimum of \$1,000,000 Each Occurrence, \$2,000,000 Personal Injury, \$3,000,000 Products/Completed Operations, and \$3,000,000 General Aggregate. The Policy shall be written on an Occurrence form.
3. Commercial Automobile Liability covering all owned, non-owned, and hired vehicles with a minimum of \$1,000,000 combined single limit bodily injury and property damage.
4. Professional Liability Insurance (Errors & Omissions Insurance) at a minimum of \$1,000,000 Each Claim and \$1,000,000 Annual Aggregate.
5. Valuable Papers Policy and Electronic Data Processing Insurance. Coverage amounts must be sufficient to assure the restoration of any plans, drawings, field notes, computer equipment, data systems, information storage media or other similar data related to the work covered by this



contract, to include expense related to loss or destruction, until the final submission by the Vendor or Sub-contractor has been made and accepted by the State of Idaho.

6. If the Vendor requires insurance from a Sub-contractor acting independently from the Vendor on the contract, that Sub-contractor shall be required to include the Friedman Memorial Airport as an Additional Insured on their Commercial General Liability, Commercial Auto Liability, and Pollution Legal Liability (if applicable).
7. Vendor shall endeavor to provide the Friedman Memorial Airport with 30 days advance notice of Cancellation. Certificates evidencing continued coverage of any expiring policies shall be automatically forwarded to the Friedman Memorial Airport for the duration of the project.
8. The Vendor will require all insurance policies secured and maintained by the Vendor to provide that each carrier will waive all rights of recovery under subrogation against the Friedman Memorial, its agencies, institutions, organizations, officers, agents, employees, and volunteers as it respects workers' compensation and where agreed to by written contract entered into by the Named Insured and the Friedman Memorial Airport, and only to the extent required thereby.
9. All policies evidencing the insurance coverages required hereunder shall be issued by insurance companies Rated "A-VIII" or better by A.M. Best.
10. The Vendor shall provide certificates showing insurance coverage required by this contract to the Friedman Memorial Airport within 7 business days of the effective date of the contract, but in no event later than the commencement of the services or delivery of the goods under the contract. No later than 15 days prior to the expiration date of any such coverage, the Vendor shall deliver the Friedman Memorial Airport certificates of insurance evidencing renewals thereof. At any time during the term of this contract, the Friedman Memorial Airport may request in writing, and the Vendor shall thereupon within 10 days supply to the Friedman Memorial Airport, evidence satisfactory to the Friedman Memorial Airport of compliance with the provisions of this section.

### 3 Project Timeline

The SUN SDT project will have three distinct increments. The increments are identified as follows:

#### **INCREMENT 1 – Installation, Adaptation, and Site Acceptance**

Increment 1 corresponds to the FAA's Pre-Evaluation Timeline as identified in Section 9 below. Under Increment 1, Installation, Adaptation, and Site Acceptance, the Vendor will provide and install the SDT equipment and successfully complete Site Acceptance Testing for the SDT solution at SUN. In addition, the Increment 1 will include familiarization and maintenance training, and providing documentation which is required for, and aligned with, FAA certification activities for the SDT solution. The Vendor will develop the Concept of Operations (CONOPS) for their system.

Increment 1 will commence immediately after contract signing and is anticipated to be completed within twelve (12) months, excluding time for Customer-provided civil works and infrastructure construction. In consideration of this, Increment 1 is effectively partitioned into activities which may be performed before the Customer civil works are completed, and those which must be performed after the Customer civil works are completed:

- Increment 1A: *Pre-Customer Works*  
Site survey, CONOPS development, SDT design and procurement, adaptation development, Preliminary Design Review (PDR), Critical Design Review (CDR), Factory Acceptance Test (FAT), test and training development, documentation development, FAA coordination
- Increment 1B: *Post-Customer Works*  
SDT installation, user engagements, configuration, training, site acceptance

#### **INCREMENT 2 – Operational Evaluations and Safety Risk Management**

Increment 2 corresponds to Phases 1 through 3 of the FAA's Operational Evaluation timeline as identified in Section 9 below. Increment 2 will commence upon successful completion of Increment 1 and is planned to run for twelve (12) months (though the execution period may need to be extended to accommodate FAA involvement). Under Increment 2, the Vendor will provide maintenance and operations support to the Friedman Memorial Airport Authority until final evaluation is complete and the FAA Operational Viability Decision has been received. The activities under Increment 2 will support operational evaluations and operational approval activities. The Vendor is responsible for developing the operational test plan for their system.

Current SUN controllers will participate in the evaluation and testing. This will include passive testing during which data is collected but no traffic is actually being controlled, and active testing during which traffic is controlled from the SDT for a period of time with the existing ATCT acting as backup.

As an option, some testing may involve a remote offsite working position to facilitate controller or regulator involvement.

The Vendor will perform various testing and operational evaluations over the course of Increment 2 to validate suitability for digital tower service; as well as develop the safety case and other documentation the FAA will require to approve the DT at SUN.

Upon the successful completion of Increment 2, the system will have been determined to be operationally viable and the SDT system will be ready for certification by the FAA to provide airport traffic services.

### **INCREMENT 3 – Operational Use**

In Increment 3, it is assumed that the SDT is operational and providing air traffic services at SUN. This increment may include residual FAA SDA activities as needed. The Vendor will provide maintenance and ongoing support services for a minimum of five (5) years, commencing upon successful completion of system certification.

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## **4 PROJECT MANAGEMENT**

### **4.1 Integrated Master Schedule (IMS)**

The Vendor shall develop and maintain an IMS that reflects all required milestone events and tasks necessary to complete the deliverable SDT Work.

### **4.2 Project Reviews, Meetings, and Reports**

#### **4.2.1 Customer Meetings and Project Reviews**

- a) The Vendor shall participate in periodic Customer meetings and Project reviews with SUN. Reviews will include programmatic progress to schedule. The Vendor shall coordinate and record all project meetings to include: Project kickoff meeting
- b) Site Survey
- c) PDR
- d) CDR
- e) Technical Interchange Meetings (TIM)
- f) FAT
- g) Site Acceptance Test (SAT)

### **4.3 Customer Furnished Items / Equipment**

The Vendor shall establish and maintain a system to ensure the adequate control and protection of any Customer provided Property.

All Customer Furnished Equipment shall be returned to the Customer no later than the end of the period of performance specified by the contract document.

### **4.4 Quality System**

The Vendor shall implement and maintain an effective quality system over the life cycle of the Project, to ensure that all deliverables are compliant to this SOW and satisfy all the applicable specifications herein.

## **5 SECURITY**

### **5.1 Facilities Access**

The Customer will provide physical security at the SDT facility.

### **5.2 Personnel Clearance**

The Vendor shall ensure that all assigned personnel are cleared to the proper level of security required to perform the Work under this Contract.

### **5.3 Cyber Security**

The Vendor shall ensure that the SDT installation is physically isolated or firewalled from the external internet.

The Vendor shall implement user access controls and security functions within the SDT in accordance with the FAA's *Remote Tower Systems Minimum Functional and Performance Requirements for Non-Federal Applications*.

The Customer's processes and practices will serve to ensure access control and the integrity of data within the SDT.

## **6 CLOSE OUT/EXIT MANAGEMENT**

### **6.1 Close Out**

The effort described by this SOW shall be considered complete when:

- All deliverables defined in the SOW are accepted pursuant to their relevant Acceptance Criteria as specified in the SDT Milestone Plan; and
- All tasks identified in this SOW are completed; and

All Milestone Events/Payments have been satisfied which will enact the administrative contract closeout process

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## 7 ABBREVIATIONS AND ACRONYMS

The following acronyms and abbreviations are used in this document.

ADS-B	Automatic Dependent Surveillance - Broadcast
AIM	Aeronautical Information Manual
ARTCC	Air Route Traffic Control Center
ASOS	Automated Surface Observing Systems
ATCT	Airport Traffic Control Tower
ATIS	Automatic Terminal Information Service
CDR	Critical Design Review
CFR	Code of Federal Regulations
CONOPS	Concept of Operations
COTS	Commercial Off The Shelf
DCID	Director of Central Intelligence Directive
DoD	Department of Defense
DT	Digital Tower
FAA	Federal Aviation Administration
FAT	Factory Acceptance Test
FDIO	Flight Data Input / Output
FOSS	Free and Open Source Software
FTI	FAA Telecommunications Infrastructure
GA	General Aviation
GUI	Graphical User Interface
IMS	Integrated Master Schedule
IOC	Initial Operating Capability
IR	Infra-red
MEL	Minimum Equipment List
NAS	National Airspace System
NM	Nautical Miles
ODNI	Office of the Director of National Intelligence
ODO	Opposite Direction Operations
O&M	Operations and Maintenance
PDR	Preliminary Design Review
PTZ	Pan Tilt Zoom
RMA	Reliability, Maintainability and Availability
RX	Receive
SDA	System Design Approval
SDT	SUN Digital Tower
SOW	Statement of Work
SUN	Friedman Memorial Airport
TBD	To Be Determined
TX	Transmit
UPS	Uninterruptable Power Supply
VCS	Voice Communication System
ZLC	Salt Lake City ARTCC

## 8 APPENDIX: MINIMUM EQUIPMENT LIST AND QUANTITY ITEMS

The following Minimum Equipment List and quantity items are required from the Vendor to equip and furnish the SDT. The quantities of each, and any additional items, are to be identified during Site Survey activities.

Item / Description	Quantity		
Voice switch communication equipment: <ul style="list-style-type: none"> <li>multi-channel, 45-day multi-line digital voice recorder system with a remote alarm: OP, ATIS</li> <li>administrative telephone line: handsets in the operating and administrative quarters</li> <li>Alert system to notify airport emergency equipment operator</li> <li>ASOS Automatic Terminal Information Service (ATIS) Interface Unit</li> </ul>			
Headset (one per controller)			
Handset (one per position)			
Software Defined VHF Receiver and Transmitter <ul style="list-style-type: none"> <li>Local Control TX RX</li> <li>Ground Control TX RX</li> <li>Watch Supervisor TX RX</li> <li>ATIS TX</li> <li>Emergency</li> </ul>			
Tunable emergency transceiver with backup power supply			
Wind Measuring Equipment (Speed and Azimuth), must be visible from each operational position.			
Altimeter (in accordance with FAA JO 7210.3 paragraph 2-10-3), must be visible from each operational position			
Temperature and Humidity Sensor			
Weather Panel Display			
Instrumented Runway Visual Range			
Cloud Height Coverage			
Signal Light Gun <i>Note, this is distinct from the Light Gun synchronized to the Advanced PTZ.</i>			
Nikon 10x42 ProStaff 3S Binoculars			
Controller Chairs			
Manual or Automated Traffic Counting Device			
FDIO Interface and strip printer			
Shout line			
Surface Vehicle ADS-B squitters			

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## 9 APPENDIX: FAA EVALUATION TIMELINE

The figures in this appendix outline the FAA's notional approval timeline for the SDT.

