

**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, January 12, 2016 at 5:30 p.m. at the old Blaine County Courthouse Meeting Room Hailey, Idaho. The proposed Agenda for the meeting is as follows:

**AGENDA
January 12, 2016**

- I. APPROVE AGENDA**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. PUBLIC HEARING**
 - A. Master Plan Update
Draft Master Plan Chapter E – Siting Analysis for Replacement Airport DISCUSS/PUBLIC COMMENT/ACTION
- IV. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. December 1, 2015 Regular Meeting – Attachment #1 ACTION
- V. REPORTS**
 - A. Chairman Report DISCUSSION
 - B. Blaine County Report DISCUSSION
 - C. City of Hailey Report DISCUSSION
 - D. Airport Manager Report DISCUSSION
 - E. Airport Treasurer's Report DISCUSSION
 - F. Communications Director Report (Centerlyne) DISCUSSION
- VI. AIRPORT STAFF BRIEF (5 Minutes Allotted)**
 - A. Noise Complaints
 - B. Parking Lot Update
 - C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – Attachments #2 - #4
 - D. Review Correspondence – Attachment #5
 - E. Airport Commercial Flight Interruptions
- VII. UNFINISHED BUSINESS**
 - A. Airport Solutions
 - 1. Existing Site
 - a. Plan to Meet 2015 Congressional Safety Area Requirement
 - i. Runway Safety Area Improvements Project DISCUSSION
 - ii. Project Closeout DISCUSSION
 - iii. Project Financial Update DISCUSSION
 - b. Future Projects
 - i. Terminal Aircraft Parking Improvements - Attachment #6 DISCUSS/PUBLIC COMMENT/ACTION
 - ii. Terminal Parking Lot Improvements DISCUSS/DIRECT
 - iii. Terminal Airline Ticketing Office Improvements DISCUSS/DIRECT
 - c. Retain/Improve/Develop Air Service
 - i. Fly Sun Valley Alliance Update DISCUSSION
 - B. Voluntary Noise Abatement/Runway Use Program Review Committee - Consideration of Appointments DISCUSS/PUBLIC COMMENT/ACTION
 - C. Airport Art Committee DISCUSS/PUBLIC COMMENT/ACTION
- VIII. NEW BUSINESS**
 - A. FMAA Record Classification and Retention Policy – Attachment #7 DISCUSS/PUBLIC COMMENT/ACTION
- IX. PUBLIC COMMENT**
- X. EXECUTIVE SESSION – I.C. §74-206 (c) To acquire an interest in real property which is not owned by a public agency
I.C. §74-206 (f) To communicate with legal counsel to discuss legal ramifications for controversy imminently likely to be litigated**
- XI. ADJOURNMENT**

III. PUBLIC HEARING

A. Master Plan Update

Draft Master Plan Chapter E – Siting Analysis for Replacement Airport

A draft version of Master Plan Chapter E, Siting Evaluation for Replacement Airport, was included in the November FMAA meeting packet. Landrum & Brown staff will present the findings of this chapter at the January FMAA Board meeting. Mead & Hunt staff will also provide a brief review of next steps in the Master Plan process.

Mead & Hunt requests Board acceptance of draft Chapter E. This will allow the planning team to begin developing a generic improvement program and preliminary financial feasibility analysis for a future replacement airport.

The Master Plan Update Draft Chapter E may be examined prior to the Public Hearing from the following link:

http://iflysun.com/assets/pdfs/inside-fma/plans_and_studies/Master-Plan-Chapter-E.pdf

BOARD ACTION: 1. Discuss/Public Comment/Action

Note: All working documents developed during the planning process should be considered drafts and can be revised as appropriate, at the direction of the FMAA, up until the Final Master Plan Report is published at the end of the study process.

IV. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:

A. December 1, 2015 Regular Meeting – Attachment #1

BOARD ACTION: 1. Action

V. REPORTS

A. Chairman Report

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

BOARD ACTION: 1. Discussion

B. Blaine County Report

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

BOARD ACTION: 1. Discussion

C. City of Hailey Report

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

BOARD ACTION: 1. Discussion

D. Airport Manager Report

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

BOARD ACTION: 1. Discussion

E. Airport Treasurer's Report

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

BOARD ACTION: 1. Discussion

F. Communications Director Report (Centerlyne)

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

BOARD ACTION: 1. Discussion

VI. AIRPORT STAFF BRIEF (5 Minutes Allotted)

A. Noise Complaints:

Noise Complaints:					
	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
LOCATION					
Hailey (3 concerns-same event)	12/6/15	Approx. 12:15 pm	Jet	Loud departure, northbound.	Research demonstrated that this aircraft operated appropriately. However, this jet is also a Stage II aircraft which will become prohibited by law to operate without benefit of added noise reduction technology ('Hush Kit') effective January 1, 2016.
Bellevue	1/4/16	12:45 pm	Jet	Appeared to be a low approach from the South.	This aircraft operation was researched thoroughly and resulted in a determination that the aircraft operated at an appropriate altitude and rate of descent over Bellevue.
Bellevue	1/2/16	8:07 pm	Turbo-prop	Caller objects to the use of this particular aircraft, as while it is perfectly legal, it is notable for the noise it produces	Ops Chief had a positive conversation with the caller.
Bellevue	1/4/16	12:51 pm	Jet	Observed to be a low approach from the South.	Significant research was conducted. Traffic volume at the time (approx. 1 landing or takeoff every 60 seconds) makes it impossible to accurately identify the aircraft in question. Observing individual was notified by the Airport Mgr.

B. Parking Lot Update

The Car Park Gross/Net Revenues

Month	FY 2014 Gross	FY 2014 Net	FY 2015 Gross	FY 2015 Net	FY 2016 Gross	FY 2016 Net
November	\$14,877.00	\$5,671.70	\$24,459.00	\$13,223.66	\$26,490.00	\$14,708.37

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

Attachment #2 is Friedman Memorial Airport Profit & Loss Budget vs. Actual. Attachment #3 is 2001 - 2016 ATCT Traffic Operations data comparison by month. Attachment #4 is 2016 Enplanement, Deplanement and Seat Occupancy data. The following revenue and expense analysis is provided for Board information and review:

October 2014/2015

Total Non-Federal Revenue	October, 2015	\$265,500.78
Total Non-Federal Revenue	October, 2014	\$217,429.17
Total Non-Federal Revenue	FY '16 thru October	\$265,500.78
Total Non-Federal Revenue	FY '15 thru October	\$217,429.17
Total Non-Federal Expenses	October, 2015	\$259,659.90
Total Non-Federal Expenses	October, 2014	\$238,345.09
Total Non-Federal Expenses	FY '16 thru October	\$259,659.90
Total Non-Federal Expenses	FY '15 thru October	\$238,345.09
Net Income to include Federal Programs	FY '16 thru October	\$-168,889.56
Net Income to include Federal Programs	FY '15 thru October	\$-1,556,021.57

* AIP '40 Grant amended and increased to \$2,700,000 on February 2, 2015

* AIP '41 Grant offer \$8,249,000 April 22, 2015

D. Review Correspondence - Attachment #5

Attachment #5 is information included for Board review.

E. Airport Commercial Flight Interruptions: 10/20/15 – 11/19/15

<u>Airline</u>	<u>Flight Cancellations</u>	<u>Flight Diversions</u>
Horizon Air	N/A	N/A
Delta	3	5
United Express	N/A	N/A

VII. UNFINISHED BUSINESS

A. Airport Solutions

1. Existing Site

a. Plan to Meet 2015 Congressional Safety Area Requirement

i. Runway Safety Area Improvements Project

The TSA moved into their new space in the terminal on December 24. Work is continuing in the public areas of the south end of the terminal and should be complete by January 15. The only other outstanding construction item from all of the RSA improvements projects is the installation of the polycarbonate panels at the entrance to the terminal, which is scheduled for late February.

BOARD ACTION: 1. Discussion

ii. Project Closeout

The AIP '040 closeout process is ongoing and expected to be completed soon.

BOARD ACTION: 1. Discussion

iii. Project Financial Update

A Final Plan to Meet 2015 Congressional Safety Area Requirement Project Financial Update will be provided at the meeting.

BOARD ACTION: 1. Discussion

b. Future Projects

i. Terminal Aircraft Parking Improvements – Attachment #6

At the December FMAA meeting, the Board directed T-O Engineers to proceed with preparation of a Categorical Exclusion checklist for a potential project to construct an additional aircraft parking space at the terminal. That completed checklist is included as Attachment #6 for Board review and discussion. If acceptable, the Board should direct Staff and T-O to submit the checklist to the FAA. As discussed in December, this document must be submitted to the FAA by January 15 in order to stay on schedule to complete construction of this project in 2017, if the Board elects to move forward with design and construction of the project at a later date.

BOARD ACTION: 1. Discuss/Public Comment/Action

ii. Terminal Parking Lot Improvements

Improvements to the terminal parking lot were discussed at the December meeting. This project will be discussed again at a future date.

BOARD ACTION: 1. Discuss/Direct

iii. Terminal Airline Ticketing Office Improvements

Improvements to the terminal airline ticketing office were discussed at the December meeting. This project will be discussed again at the February meeting.

BOARD ACTION: 1. Discuss/Direct

c. Retain/Improve/Develop Air Service

i. Fly Sun Valley Alliance Update

This item is on the agenda to permit a Fly Sun Valley Alliance report if appropriate.

BOARD ACTION: 1. Discussion

B. Voluntary Noise Abatement/Runway Use Program Review Committee – Consideration of Appointments

As the Board may recall, in the November FMAA meeting, the Airport Manager presented a recommended list of representatives who could comprise the structure of a Voluntary Noise Abatement Program Review Committee. At that time, the Board did offer comments on the structure of the committee. In the interest of moving the process forward, Staff is requesting the Board begin making committee appointments in this meeting.

BOARD ACTION: 1. Discuss/Public Comment/Action

C. Airport Art Committee

Upon re-opening of the passenger terminal after last spring's airport closure, Lisa Horowitz, representing the City of Hailey, approached the Airport Manager to discuss the presentation of art in the terminal. She and the Hailey Arts Commission offered to find and secure various works of art that would enhance the passenger terminal experience and could be located in those areas deemed appropriate. A solicitation was conducted and art was selected and installed in the terminal approximately 4 months ago. Since then, a second solicitation has been conducted and new art has been selected and placed in the terminal, replacing the exhibits from the 1st solicitation.

In the December meeting, Staff suggested that it might be appropriate for a Board member to work with the Hailey Arts Commission in developing/formalizing an "Airport Arts Committee" for the purpose of establishing a continuing system for exhibiting quality art in the terminal. Staff recommends that the Board appoint a Board member for this effort.

BOARD ACTION: 1. Discuss/Public Comment/Action

VIII. NEW BUSINESS

A. FMAA Record Classification and Retention Policy – Attachment #7

Due to new a Public Records law, our Legal Counsel has advised Staff to revise the Board's Record Classification and Retention Policy to include guidelines that identify the general subject matter of all public records kept or maintained by a state agency or independent public body, the custodian, and the physical location of such documents. The revised document is included as Attachment #7 for Board review and discussion.

BOARD ACTION: 1. Discuss/Public Comment/Action

IX. PUBLIC COMMENT

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

I.C. §74-206 (f) To communicate with legal counsel to discuss legal ramifications for controversy imminently likely to be litigated.

XI. ADJOURNMENT

ATTACHMENT #1

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

**December 1, 2015
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chairman – Ron Fairfax, Vice-Chairman – Don Keirn, Board – Lawrence Schoen, Fritz Haemmerle, Jacob Greenberg, Angenie McCleary, Pat Cooley
FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Rick Baird, Emergency/Operations Chief – Peter Kramer, Contracts/Finance Administrator – Lisa Emerick, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Administrative Assistant/Alternate Security Coordinator – Roberta Christensen, Administrative Assistant/IT Systems Maintenance Coordinator – April Matlock
CONSULTANTS: T-O Engineers – Dave Mitchell; Mead & Hunt – Mark McFarland, Ron McNeill; Centerlyne – Nancy Glick, Sarah Shepard
AIRPORT TENANTS/PUBLIC: ATCT – George White; FMA Staff – Greg Beaver, Nick Carnes, Todd Emerick; BCPA – Tom Lenze; Sun Valley Resort – Jack Sibbach; Atlantic Aviation – Michael Rasch; Avis – Peter Scheurmier; FHR – Mark Reinemann; SVBR – Bob Crosby; FSVA – Carol Waller, Dick Fenton; Power Engineers – Frank Halverson; Bryan Furlong, Felicity Roberts, Donna Serrano, Len Harlig, Michelle Griffith, Eric Seder, Baird Gourlay, Bob Leahy, Craig Wolfrom, Richard Fassino, Steve Mills, Walt Denekas, Linda Haavik, Margaret Youdall, Bill Rae, Steven Garman
AIRPORT LEGAL COUNSEL: Lawson Laski Clark & Pogue, PLLC – Jim Laski
PRESS: Idaho Mountain Express – Ryan Thorne

CALL TO ORDER:

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

I. APPROVE AGENDA

The agenda was approved as presented:

III. AIRPORT STAFF BRIEF

- A. F.** Recognition of Todd Emerick – 20 Years of Service

VI. V. AIRPORT STAFF BRIEF

- B. A.** Noise Complaints
C. B. Parking Lot Update
D. G. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data
E. D. Review Correspondence
F. E. Airport Commercial Flight Interruptions
F. Recognition of Todd Emerick – 20 Years of Service

MOTION:

Made by Vice-Chairman Keirn to move the Recognition of Todd Emerick – 20 Years of Service agenda item after item II. Public Comment. Seconded by Board Member McCleary.

PASSED UNANIMOUSLY

II. PUBLIC COMMENT

Hailey resident Linda Haavik asked the Airport to do what is necessary, including going outside the fence, to maintain commercial and private air service in the Wood River Valley. She encouraged the Board to keep in mind that a growing and successful economy for all of Blaine County depends greatly on the Airport.

Hailey resident Bryan Furlong expressed his support for the Airport and commented that although he lives close to the north end of the runway, the benefits of the Airport far outweigh the annoyances that go along with it. He also commented that noise seems to have decreased and the Airport's close proximity has not affected his property value. He asked the Board to continue doing whatever is necessary to operate a successful and safe Airport.

Avis Car Rental local manager and Hailey resident, Peter Scheurmier, thanked the Board and Airport Staff for the recent improvements made to the terminal and commented that the support for the Airport he has received from clients has been overwhelming. He commented that the biggest complaint he receives is in regard to flight frequency and encouraged the Board to remember that moving forward, as a lot of clients travel in/out of the Boise Airport in order to make a convenient connection.

Steve Mills commented that before he bought his property on Broadford Road he was warned about noise from the Airport; however, the Airport has not been a nuisance in the 25 years he has lived there and still is not a nuisance today. He also commented that he recently retired as CEO of Webb Landscape and approximately 99% of his clients find it a huge asset to have the Airport in such close proximity to Hailey, Bellevue, and Ketchum. He thanked the Board for all they have done and encouraged them to continue moving forward.

Hailey resident and Power Engineer representative Frank Halverson commented that the Wood River Valley cannot sustain a tourist economy without an airport to support local businesses, especially a business like Power Engineers. He commented that recently Power Engineers had to downsize its Hailey office because the Airport is no longer viable to Power Engineers due to a lack of flight frequency. He expressed his appreciation for all the Board has done but without flight frequency, Power Engineers will not be able to sustain itself in Hailey.

Atlantic Aviation general manager, Mike Rasch, thanked the Board for all their efforts and commented that the Airport is an asset to the community and should be treated as such. He commented that there is a lot of economic value associated with the Airport and Atlantic Aviation alone brings business to local hotels, caterers, rental car agencies, landscaping contractors, janitorial businesses and many others throughout the year. He also briefed the Board that 85% of their employees are residents of Bellevue and Hailey and Atlantic Aviation also donated \$1,500 to Bellevue's Hunger Coalition this year.

Hailey resident Walt Denekas complimented the Board for improving the safety and convenience of the Airport and applauded their recent decision to appoint a committee to review the current voluntary noise abatement program in an effort to make the Airport a better neighbor to the community.

Hailey resident and Sun Valley Resort representative, Jack Sibbach, thanked the Board for all the recent Airport improvements and commented that their guests have been commenting on the new look of the Airport as well as the convenience provided by the new direct flights.

III. AIRPORT STAFF BRIEF

A. F. Recognition of Todd Emerick – 20 Years of Service

Airport Manager Baird presented Friedman Memorial Airport Operations Staff Todd Emerick with a service award in recognition of 20 years of service. He congratulated Mr. Emerick and thanked him for all the hard work he does for the Airport and the Wood River Valley.

Mr. Emerick expressed his appreciation and gratitude for the award.

**IV. III. APPROVE FMAA
MEETING MINUTES**

A. October 13, 2015 Regular Meeting (See Brief)

The October 13, 2015 Friedman Memorial Airport Authority Meeting Minutes were approved as presented.

MOTION:

Made by Board Member Haemmerle to approve the October 13, 2015 Friedman Memorial Airport Authority Regular Meeting Minutes as presented. Seconded by Board Member McCleary.

PASSED UNANIMOUSLY

A. November 3, 2015 Regular Meeting (See Brief)

The November 3, 2015 Friedman Memorial Airport Authority Meeting Minutes were approved as presented.

MOTION:

Made by Board Member Haemmerle to approve the November 3, 2015 Friedman Memorial Airport Authority Regular Meeting Minutes as presented. Seconded by Board Member McCleary.

PASSED UNANIMOUSLY

V. IV. REPORTS

A. Chairman Report

No report was given.

B. Blaine County Report

Board Member Schoen gave the Board a presentation summarizing the U.S. Interior Secretary's recently issued Record of Decision not to place the greater sage grouse on the endangered species list. He summarized the principal components of the decision and the effects implementation will have in Blaine County, including in areas proposed for airport relocation. The primary purpose of the ROD is to ensure the bird is not listed by taking measures to protect and restore greater sage grouse habitat in Blaine County (Minutes Attachment #1).

Board Member Haemmerle asked if Board Member Schoen is suggesting that all the areas that have been identified as possible site selection options in Chapter E of the Master Plan are no longer viable.

Board Member Schoen answered that there is almost a 0% likelihood that an Airport would be considered on public lands in Sagebrush Focal Areas, which are the highest priority for protection and are within Priority Habitat Management Areas. He commented that there also is a private land component to sage grouse habitat management; and, if private land is adjacent to public land with sage grouse habitat, development would create impacts which would be counted among all actions taken in a region.

Board Member Haemmerle commented that the Board needs to reexamine the parameters for site selection and search for different site options. He also suggested that the Board examine the possibility of a regional airport that would be located further to the south.

C. City of Hailey Report

No report was given.

D. Airport Manager Report

Airport Manager Baird reported that since 2001, air traffic operations at the Airport have decreased by approximately 50% and by approximately 67% since 1996.

Board Member McCleary asked why there has been such a significant decrease in air traffic operations.

Airport Manager Baird answered that the reasons for the decrease in air traffic operations include the following:

- Small general aviation traffic never recovering after the last recession.
- The inception of the 95,000 lbs. weight limitation.
- The transition to large capacity jet service.

Vice-Chairman Keirn commented that from 2001 through 2007, the Airport averaged 47,692 operations a month and from 2008 through 2014, the Airport averaged 30,308 operations a month.

VI. V. AIRPORT STAFF BRIEF

B. A. Noise Complaints (See Brief)

C. B. Parking Lot Update (See Brief)

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

E. D. Review Correspondence (See Brief)

F. E. Airport Commercial Flight Interruptions (See Brief)

F. Recognition of Todd Emerick—20 Years of Service

VII. VI. UNFINISHED BUSINESS

A. Airport Solutions

1. Existing Site

a. Plan to Meet 2015 Congressional Safety Area Requirement

i. Runway Safety Area Improvements Project (See Brief & Power Point Presentation)

Engineer Mitchell presented the Board with an overview of each project of the Runway Safety Area Improvements Project and thanked the Board for allowing T-O Engineers to be a part of the project.

ii. Project Closeout (See Brief & Power Point Presentation)

Engineer Mitchell briefed the Board on the grant closeout process and schedule for the RSA Improvements Project.

b. Future Projects

i. Terminal Aircraft Parking Improvements – Consideration of an Environmental Categorical Exclusion Checklist Scope of Work (See Brief)

Engineer Mitchell briefed the Board that the terminal aircraft parking improvements discussed in Chapter D of the Master Plan Update (MPU) may be needed sooner than anticipated and requested that the Board consider approval of completion of a Categorical Exclusion Checklist for a future potential project to expand the air carrier apron.

Board Member Cooley asked how climatic conditions have made terminal aircraft parking improvements necessary.

Airport Manager Baird answered that the airlines have requested space for overnight parking in summer months in order to depart early in the morning before the temperatures require them to decrease seat and luggage capacity.

Board Member Haemmerle commented that this issue has arisen in the context of approving MPU concepts that have not been approved yet and asked for confirmation that the Board is only approving the commencement of an environmental Categorical Exclusion Checklist and not the approval of the improvement project itself.

Engineer Mitchell confirmed that the Board is only being asked to approve work on a Categorical Exclusion Checklist.

Airport Manager Baird commented that Staff is asking the Board to have the checklist completed now so the Board is in a position to proceed with project design in the future if desired.

Board Member McCleary asked what categorical exclusion means in an environmental context.

Engineer Mitchell answered that certain categories of projects are excluded from environmental analysis if they meet certain criteria and the checklist will show the FAA whether or not the terminal aircraft parking improvements project is excluded.

Chairman Fairfax asked what the Airport does with the de-ice fluid it uses in the winter months.

Engineer Mitchell answered that de-icing fluid is self-treated before it goes into the ground. He commented that self-treatment is possible due to the low concentration of de-icing fluid used and the amount of time it takes to reach the ground. If usage of de-icing fluid increases, an underground vault would be used to treat the fluid and divert it to a different location.

Board Member Schoen asked if there would be a problem if project construction is delayed, if the project design were completed in 2016. He

also asked for confirmation that the Board is not being asked now to make a decision about the ultimate layout for this project.

Engineer Mitchell answered that the Categorical Exclusion Checklist will expire if construction is delayed for more than 3 years and another checklist would need to be done at that point. He also confirmed that the Board is not currently making any design decisions on the project by allowing the Categorical Exclusion Checklist to be completed.

Chairman Fairfax opened the discussion for public comment.

Craig Wolfrom commented that making decisions about terminal aircraft parking prior to the approval of the MPU makes the whole planning process a farce and waste of money. He commented that allowing overnight parking may increase early morning and late night flights and may also increase the amount of de-icing fluid used. Mr. Wolfrom also commented that the Board has stated in Chapter D of the MPU that one of their goals is to "minimize environmental impact and noise."

Board Member Haemmerle commented that Mr. Wolfrom brought up a lot of good points to discuss should the Board decide to proceed with the terminal aircraft parking improvement project; however, the checklist is only meant to allow the Board the option to consider moving forward with the project earlier if deemed appropriate as well as research possible environmental impacts the expansion of the terminal apron could have.

MOTION: ***Made by Board Member Haemmerle to approve T-O Engineers Work Order 15-01 in the amount of \$3,430 to complete a Categorical Exclusion Checklist for a potential project to expand the air carrier apron. Seconded by Vice-Chairman Keirn.***

PASSED UNANIMOUSLY

Board Member Schoen commented that the purpose of the checklist is to research a range of basic environmental concerns and ensure that if impacts to the environment are significant, a higher level of environmental analysis be implemented.

Board Member Haemmerle suggested that the completed checklist be included in the Board packet to give the public an opportunity to review and comment on the results.

ii. Terminal Parking Lot Improvements (See Brief)

Engineer Mitchell briefed the Board that the terminal parking lot improvements discussed in Chapter D of the MPU may be needed sooner than anticipated and requested that the Board consider moving forward with a work order to evaluate the parking lot in detail at this time.

The Board discussed Engineer Mitchell's request to begin development of a work order to evaluate the terminal parking lot and agreed that it is too soon in the process to consider terminal parking lot improvements.

iii. Terminal Airline Ticketing Office Improvements (See Brief)

Engineer Mitchell and Airport Manager Baird briefed the Board on the project for improving the terminal airline ticketing office area and requested that the Board consider moving forward with a work order to design improvements for the area.

Board Member Cooley asked why the airline ticketing area was not reconstructed with the rest of the terminal improvements.

Airport Manager Baird answered that during the design of the terminal improvements, the Board decided to wait to expand the airline ticketing area due to time and budget constraints and the fact that airline ticketing office expansion is not eligible for FAA reimbursement.

Board Member Haemmerle asked if the project would be financed through operational funds and whether or not that financing would decrease funding for completing the MPU.

Airport Manager Baird answered that the project would be financed with operational funds and development of a Scope of Work would not significantly affect funding for the MPU. He commented that he will have more details about funding once a Scope of Work and cash flow projections are developed and presented to the Board in January.

Chairman Fairfax commented that the Board should proceed with development of a SOW as the airlines also deserve an improved space in the terminal.

Board Member Haemmerle commented that the airlines do not deserve anything; however, he does not object to the development of a SOW so the Board can make an informed decision on whether or not this is needed.

Vice-Chairman Keirn commented that the passengers deserve an improved airline ticketing area.

Board Member McCleary commented that she would like the Board to proceed with the development of a SOW.

Chairman Fairfax directed Staff to proceed with development of a Scope of Work for design improvements for the terminal airline ticketing offices.

c. Retain/Improve/Develop Air Service

i. Fly Sun Valley Alliance Update

No update was given.

B. Master Plan Update – Consideration of and Acceptance of Chapter D (See Brief)

Engineer Mitchell reviewed the Board's suggested revisions made to Chapter D of the MPU at last month's meeting, the 20-Year Conceptual Development Plan (CDP), and the next steps in the MPU process.

Board Member Schoen asked if the Board will be able to explore further expansion in the future if the expansion to the south included in the MPU does not provide an adequate amount of space.

Airport Architect Mark McFarland answered that additional expansion alternatives can be put in the MPU if the Board desires.

The Board discussed Board Member Schoen's suggestion to include additional expansion options in the MPU and agreed that Alternative 4 of the General Aviation Facilities portion of the MPU will be carried out initially if a need exists, and if an additional need for space is identified in the future, the Board would revisit the MPU and discuss other alternatives.

Board Member Haemmerle thanked the consultants for implementing his requested changes to Chapter D of the MPU and asked the Board to consider the following additional changes:

- On page D34, Section 8: Delete the word "acceptable."
- Replace the word "need" with "should" throughout the entire document.

Board Member McCleary asked the Board to consider the following additional changes to Chapter D of the MPU:

- On page D3, Section 1.2, Goal One: Replace "Wood River Valley" with "Blaine County."
- On page D3, Section 1.2, Goal Three: Delete "rather than convenience" at the end of the sentence.
- On page D3, Section 1.2, Goal Four: Delete list of environmental impacts 1 through 4.
- On page D34, Section 7, Paragraph 1: Add "for safety and efficiency" after the word "necessary" at the end of the sentence.

Board Member Schoen commented that it is better to define "necessary" and add the words "for safety and efficiency" at the end of the sentence as it adequately serves the purposes of the MPU and these concepts are contained in the airport's foundational documents. He also expressed his support for all the amendments proposed by Board Member McCleary.

Board Member Haemmerle adamantly opposed defining the word "necessary" solely as "safe and efficient" and commented that he will vote against approval of Chapter D of the MPU if that amendment is approved. He commented that he prefers not to limit the meaning of the word "necessary" but to broaden its interpretation to include anything the Board deems necessary at the time.

Chairman Fairfax commented that he prefers limiting the context of "necessary" to safety and efficiency as it is the Board's goal to operate the Airport in a safe and efficient manner.

Board Member Cooley commented that the Board should not set limits for future Board Members.

☐ Vice-Chairman Keirn agreed that not defining the word "necessary" is the most flexible option.

Board Member Schoen suggested that on page D34, Section 8 of Chapter D, rather than deleting the word "acceptable" it should be replaced with "preferred." He also commented that while he is cautious about not defining "necessary," he can see merit to Board Member Haemmerle's argument of broadening the Board's options, so that a broad spectrum of issues could be deemed necessary by the Board.

Chairman Fairfax opened the discussion for public comment.

Bob Leahy suggested that the Board allow the private sector to manage the vehicle parking issue at the Airport and asked how many general aviation aircraft are denied access to the Airport due to space constraints.

Craig Wolfrom suggested that the Board refer to language in Chapter 1 to solve the debate on the word "necessary." He disagreed with Board Member McCleary's suggestion to delete the list of environmental impacts on Goal 4 of Chapter D, because listing environmental concerns is beneficial to the MPU. He also suggested that the elements to Alternative 7 be specifically defined in the MPU rather than generalized as "elements."

Walt Denekas commented that he agrees with Board Member Haemmerle regarding the word "necessary" as there are issues that are not related to safety or efficiency such as capacity, changes in regulations, and environmental impacts.

The Board agreed to leave the language of the last sentence on page D34, Section 7, Paragraph 1 as is and accept all other suggested changes from the Board.

MOTION:

Made by Board Member Schoen to accept Master Plan Update Chapter D: Existing Airport Site Alternatives as amended in today's discussion. Seconded by Board Member Greenberg.

PASSED UNANIMOUSLY

Engineer Mitchell asked the Board to discuss whether or not they would like to schedule a public hearing for Chapter E.

The Board discussed the request and directed Staff to notice the beginning of the January Regular Board Meeting as the Public Hearing for Chapter E of the MPU.

C. Voluntary Noise Abatement/Runway Use Program Review Committee – Consideration of Appointments (See Brief)

Airport Manager Baird briefed the Board that the County has requested more time to select representatives for the committee and therefore the item will be on the agenda for the January meeting for discussion.

Craig Wolfrom requested that the Board not select committee members that are biased, like Airport Staff and Engineers and ensure that the Voluntary Noise Abatement Committee is well-balanced.

VIII. VII. NEW BUSINESS

A. Air Service Update (See Power Point Presentation)

Air Service Consultant, Ron McNeill presented the Board with an update on air service.

Board Member Greenberg commented that it is commendable of the community to support the local-option-tax (LOT) for air service and commendable of the Board for the decisions they have made that have created a great balance between safety and environmental and economic impacts.

B. Airport Art Committee (See Brief)

Airport Manager Baird briefed the Board on the purpose of the Airport Art Committee and suggested that the Board consider assigning a Board Member at the January meeting to help the Hailey Arts Commission develop a formal Airport Arts Committee to establish a continuing system for exhibiting art in the terminal.

C. North Fork Iron Works LLC Gift – Consideration of Accepting an Art Donation (See Brief)

Airport Manager Baird suggested that the Board consider formally accepting the Rod Kagan metal sculptures donated by North Fork Iron Works, LLC and currently on

display at the Airport exit thoroughfare

The Board thanked North Fork Iron Works LLC for their incredible donation.

MOTION:

Made by Vice-Chairman Keirn to accept the gift of four Rod Kagan metal sculptures donated from North Fork Iron Works, LLC. Seconded by Board Member McCleary.

PASSED UNANIMOUSLY

D. January, February, and March Meeting Dates (See Brief)

Airport Manager Baird requested that the Board discuss rescheduling meeting dates for the January, February, and March Board meetings due to City and County scheduling conflicts.

The Board discussed the request and agreed to schedule the January, February, and March meeting dates as follows:

- January 12, 2016
- February 9, 2016
- March 8, 2016

IX. ~~VIII.~~ PUBLIC COMMENT

Craig Wolfrom thanked the Board for changing the format of the agenda to make the community feel more welcome to comment on various items on the agenda.

X. ADJOURNMENT

The December 1, 2015 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 8:32 p.m.

Lawrence Schoen, Secretary

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

BLM

Sage-Grouse Implementation



Greater Sage-Grouse Plan Amendment



IMPLEMENTATION

Idaho Implementation Major Components

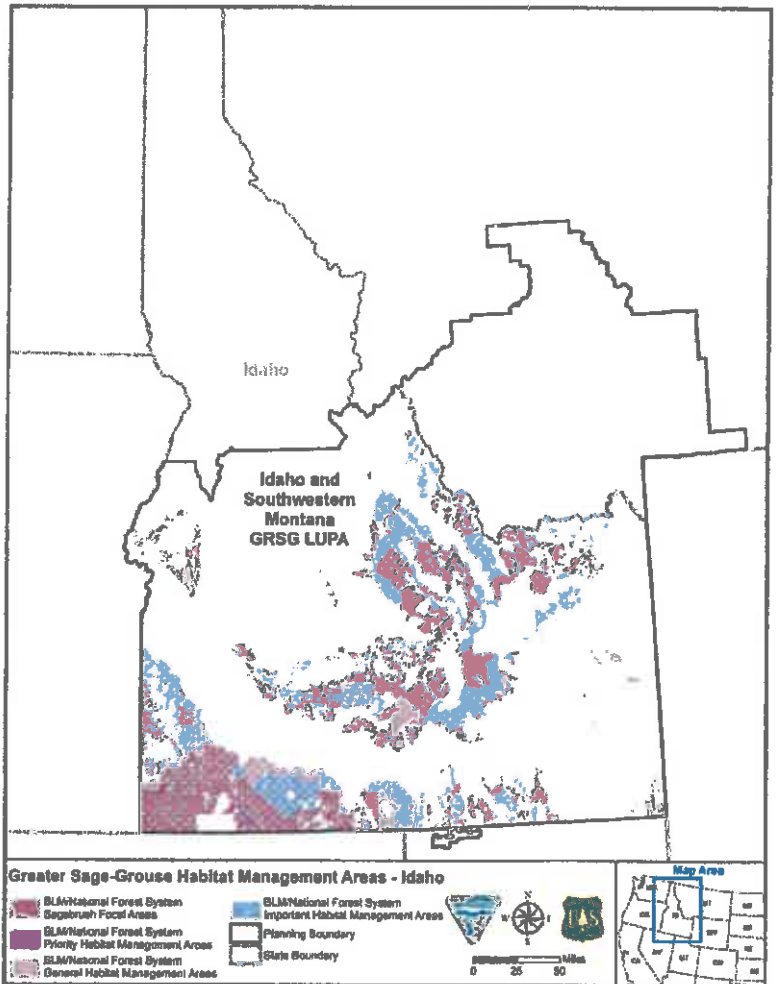
- Desired Future Conditions – What are we trying to achieve
 - Goal SSS 1: Maintain and/or increase the abundance, distribution and connectivity of GRSG by conserving, enhancing and restoring GRSG habitat to maintain resilient populations by reducing, eliminating or minimizing threats to GRSG habitats.



BLM-USFS Greater Sage-Grouse Conservation Plans in ID

- The Bureau of Land Management (BLM) and the U.S. Forest Service (USFS) amended the land-use plan in Idaho to address threats to the greater sage-grouse. The BLM-USFS plans provide a three-tiered habitat management approach that focus protections on the areas of highest importance to the species:

- The highest levels of protections are applied to Sagebrush Focal Areas (SFA), which are landscapes with high breeding population densities of sage-grouse, high-quality sagebrush habitat and a preponderance of federal ownership or protected areas that serve to anchor the conservation value of the landscape. These areas are prioritized for habitat improvement and vegetation management efforts and proposed for locatable mineral withdrawal.
- Priority Habitat Management Areas (PHMA), equivalent to Core Areas, are managed to avoid and minimize further disturbance. Surface energy and mineral development is limited in these areas. Development is capped with limits on the amount and density of disturbance allowed. All of the SFAs are incorporated within PHMA.
- Important Habitat Management Areas (IHMA) have moderate-to-high conservation value for greater sage-grouse populations. While IHMA is managed less-conservatively than PHMA, more protection allocations may be instituted through the adaptive management strategy.
- General Habitat Management Areas (GHMA) provide greater flexibility for land use activities. Mitigation and required design features ensure that impacts from development are avoided, minimized and mitigated in GHMA.



SFA Acres	PHMA Acres	IHMA Acres	GHMA Acres
3.8 million acres	4.5 million acres	3.1 million acres	2.3 million acres

- The plans respect valid, existing rights, including those for oil and gas development, renewable energy, rights-of-way, locatable minerals and other permitted projects.
- During grazing permit renewals and modifications on lands within greater sage-grouse habitat, the BLM will incorporate locally developed management objectives for sage-grouse habitat and rangeland health standards, consistent with ecological potential. The BLM and USFS will prioritize monitoring for compliance, review and processing of grazing permits in important areas for greater sage-grouse first, SFA, followed by PHMA with a focus on lands containing riparian areas and wet meadows.

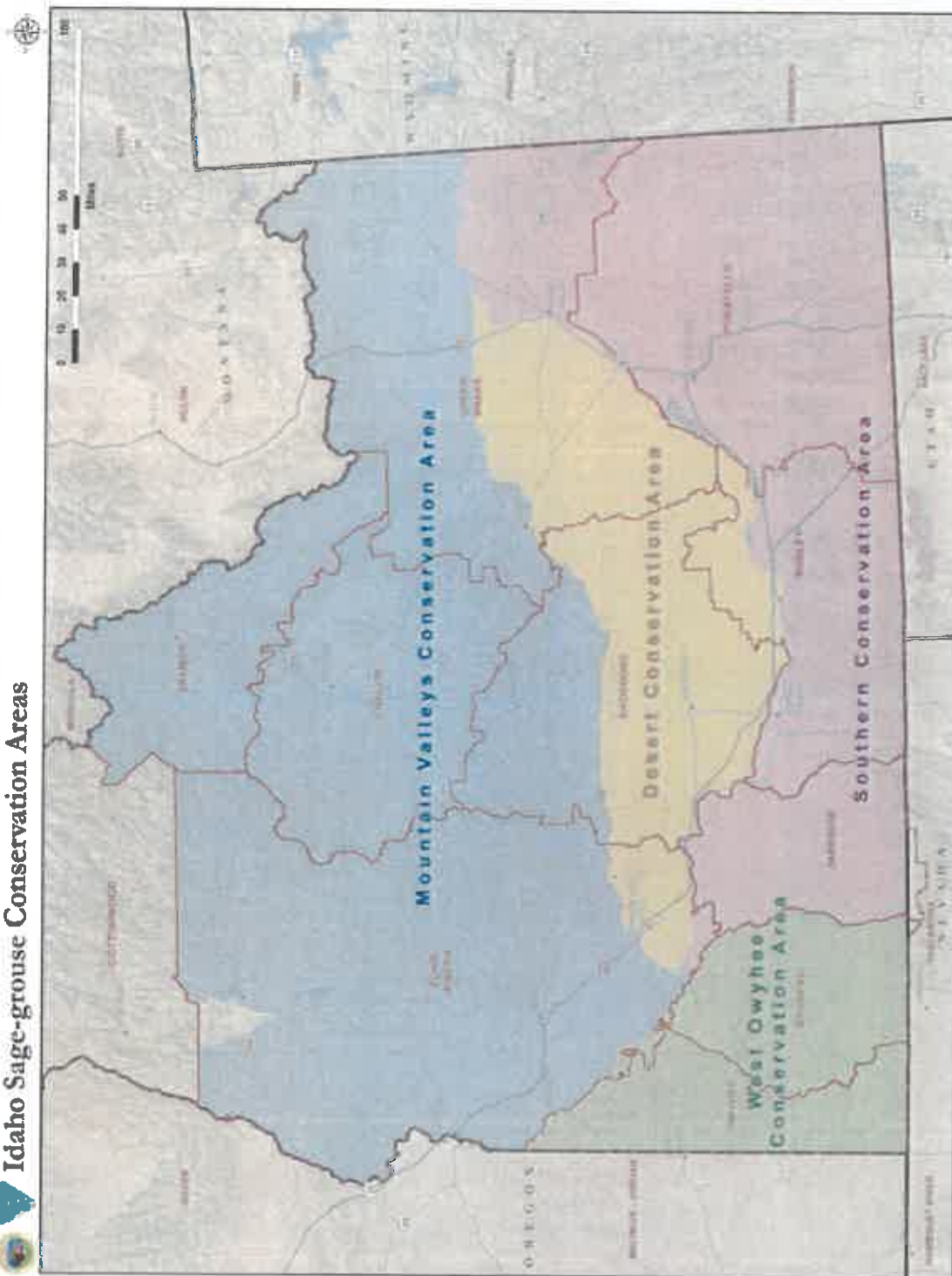
All of the federal lands with high and medium gas potential in Idaho are outside of federally managed priority conservation areas. There is no high and medium oil potential in Idaho.

Acres of High & Medium Oil and Gas Potential and Lease Status on Federal Lands and Minerals within PHMA								
	High/Medium Oil Potential				High/Medium Gas Potential			
State	Within PHMA Already Leased	Within PHMA Subject to BLM/USFS RMP Decisions for Priority Habitat	Outside of PHMAs	Total High/Medium Oil Potential	Within PHMA Already Leased	Within PHMA Subject to BLM/USFS RMP Decisions for Priority Habitat	Outside of PHMAs	Total High/Medium Gas Potential
Idaho	0	0	0	0	0	0	10,000	10,000



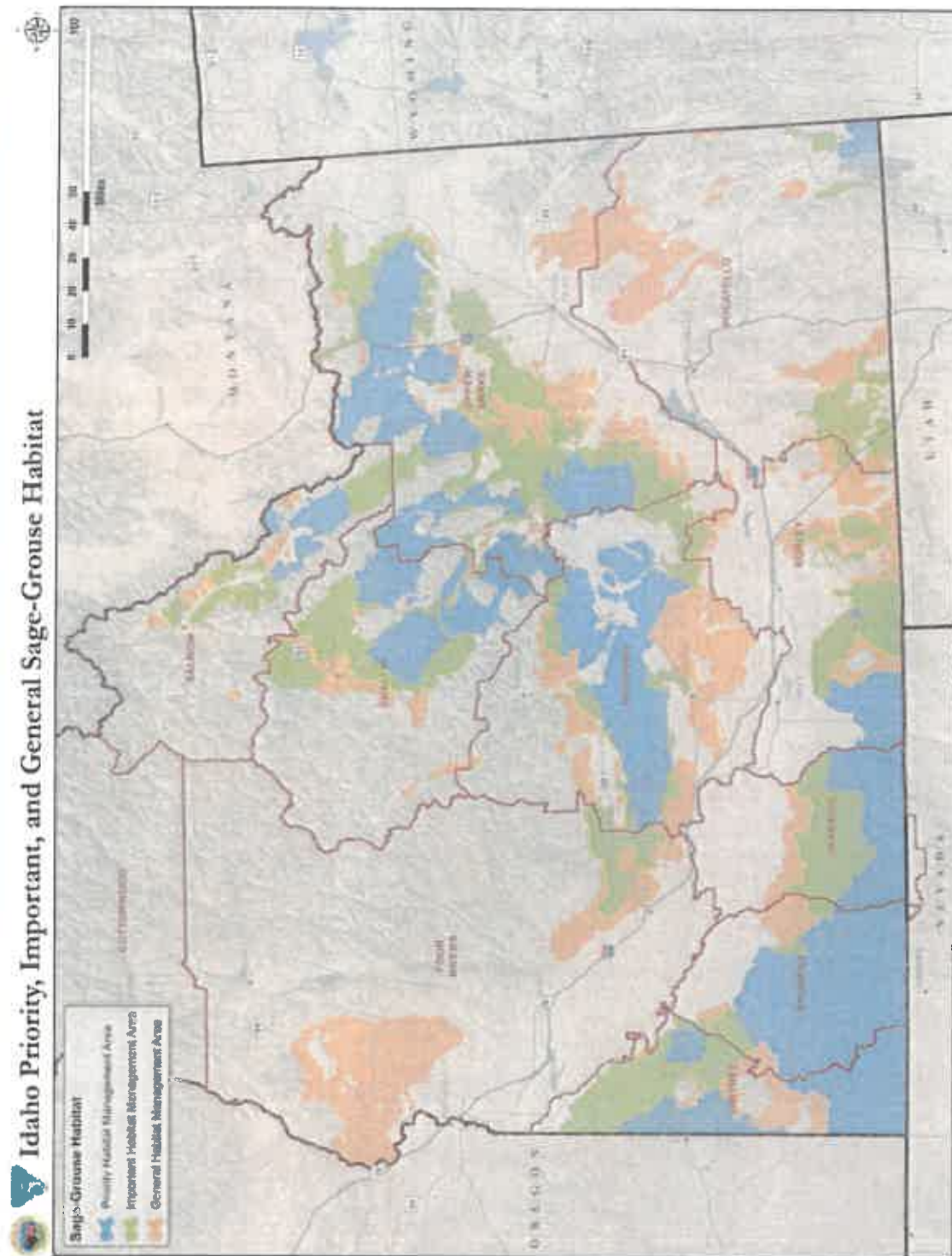
Conservation Areas

 Idaho Sage-grouse Conservation Areas

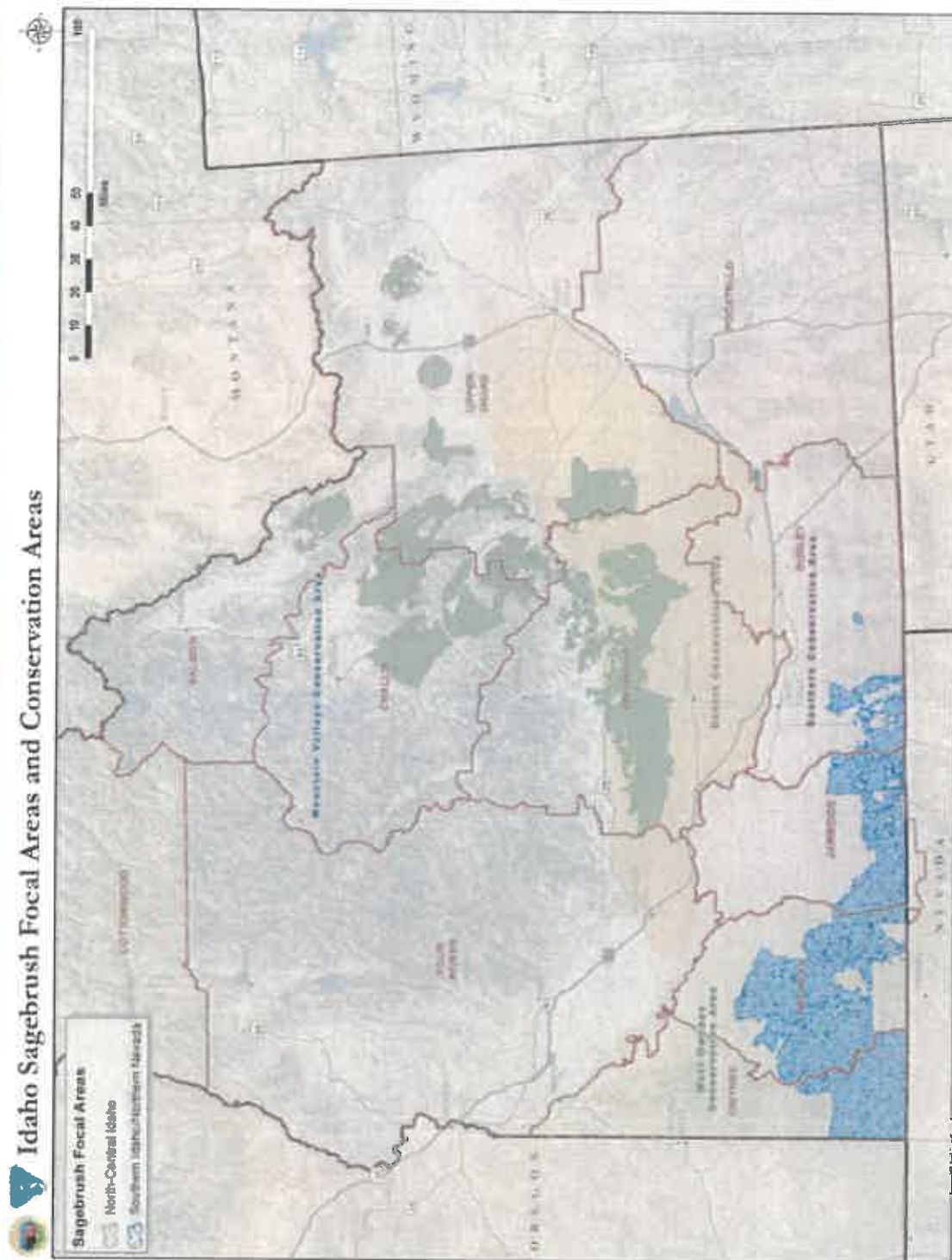




Habitat Management Areas



Sagebrush Focal Areas



that, in accordance with applicable law, achieves the long-term conservation of GRSG and its habitat.

Conservation of the GRSG is a large-scale challenge that requires a landscape-scale solution that spans 11 western states. The Idaho and Southwestern Montana GRSG LUPA/EIS achieves consistent, range-wide conservation objectives as outlined below. Additionally, the Idaho and Southwestern Montana GRSG LUPA/EIS aligns with the States of Idaho and Montana's priorities and land management approaches consistent with conservation of GRSG. The Proposed Plan incorporates adaptive management habitat and population hard and soft triggers as well as management actions to reduce surface disturbance.

3 Objectives

Minimize additional surface disturbance. The most effective way to conserve the GRSG is to protect existing, intact habitat. The BLM and Forest Service aim to reduce habitat fragmentation and protect key habitat areas. The Idaho and Southwestern Montana GRSG LUPA/EIS minimizes surface disturbance on over 11 million acres of BLM-administered and National Forest System lands by allocating lands as SFA, PHMA, IHMA, and GHMA with decisions that aim to conserve GRSG habitat.

The Proposed Plan includes numerous management actions and strategies to reduce surface disturbance. Some key components include applying a 3 percent anthropogenic disturbance cap, requiring RDFs, implementing anthropogenic disturbance exception and development criteria, requiring mitigation to provide a net conservation gain to GRSG, and prioritizing oil and gas development outside of GRSG habitat.

Improve habitat condition. While restoring sagebrush habitat can be very difficult in the short term, particularly in the most arid areas, it is often possible to enhance habitat quality through purposeful management. The Idaho and Southwestern Montana GRSG LUPA/EIS commits to management actions necessary to achieve science-based vegetation and GRSG habitat management objectives established in the Proposed Plan.

The Proposed Plan includes numerous management actions and strategies to improve habitat condition. Some key components include specifying decadal treatment objectives for mechanical, prescribed fire, and grass restoration treatments; incorporating GRSG seasonal habitat objectives into the design of projects or activities; using the Wildland Fire and Invasive Species Assessments to identify priority areas for fuels management, fire management, and restoration; and managing livestock grazing and wild horses to achieve GRSG habitat objectives.

Reduce threat of rangeland fire to GRSG and sagebrush habitat. Rangeland fire can destroy sagebrush habitat and lead to the conversion of previously healthy habitat into nonnative cheatgrass-dominated landscapes.

Table ES-2
Key Components of the Idaho and Southwestern Montana Proposed Plan
Addressing COT Report Threats

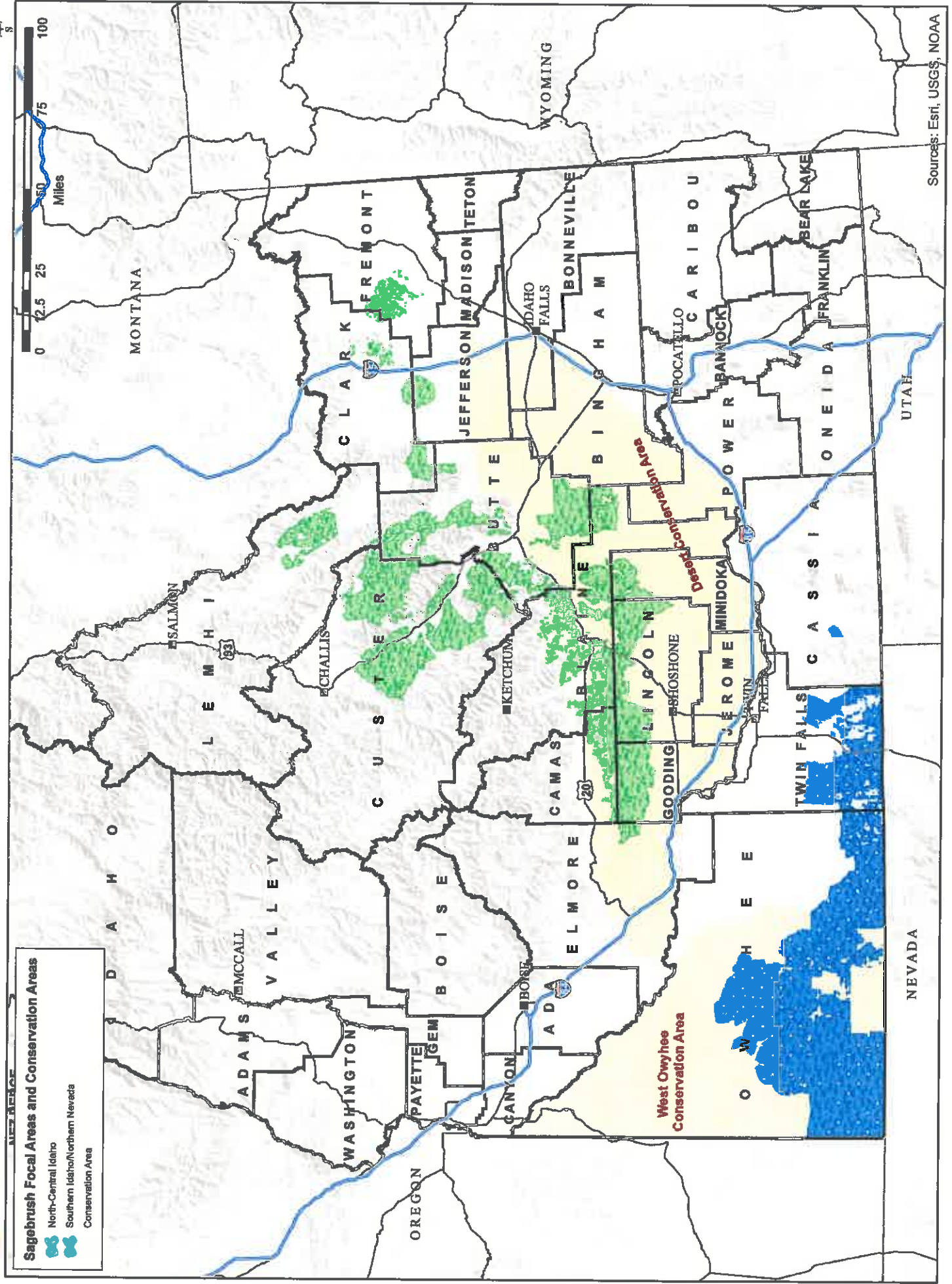
Threats to GRSG and its Habitat (from COT Report)	Key Component of the Idaho and Southwestern Montana Proposed Plan
	<ul style="list-style-type: none"> with special stipulations) • GHMA in Montana: Avoidance area
Infrastructure – major Rights-of-Way (ROW)	<ul style="list-style-type: none"> • PHMA: Avoidance area (may be available for major ROWs with special stipulations) • IHMA: Avoidance area (may be available for major ROWs with special stipulations) • GHMA in Montana: Avoidance area (may be available for major ROWs with special stipulations)
Infrastructure – minor ROWs	<ul style="list-style-type: none"> • PHMA: Avoidance area (may be available for minor ROWs with special stipulations) • IHMA: Avoidance area (may be available for minor ROWs with special stipulations)
Mining—locatable minerals	<ul style="list-style-type: none"> • SFA: Recommend withdrawal from the Mining Law of 1872
Mining—non-energy leasable minerals	<ul style="list-style-type: none"> • PHMA: Closed area (not available for non-energy leasable minerals)
Mining—saleable minerals	<ul style="list-style-type: none"> • PHMA: Closed area (not available for saleable mineral development) with a limited exception (may remain open to free use permits and expansion of existing active pits if criteria are met)
Mining—coal	<ul style="list-style-type: none"> • Not applicable in the Idaho and Southwestern Montana Sub-region.
Livestock Grazing	<ul style="list-style-type: none"> • Prioritize the review and processing of grazing permits/leases in SFAs followed by PHMA. (BLM only) • Adjust grazing management to move towards desired habitat conditions consistent with ecological site capability. (Forest Service only) • The NEPA analysis for renewals and modifications of grazing permits/leases will include specific management thresholds, based on the GRSG Habitat Objectives Table, Land Health Standards, and ecological site potential, to allow adjustments to grazing that have already been subjected to NEPA analysis. (BLM only) • Consider closure of grazing allotments, pastures, or portions of pastures, or managing the allotment as a forage reserve as opportunities arise under applicable regulations, where removal of livestock grazing would enhance the ability to achieve desired habitat conditions. (Forest Service only) • Prioritize field checks in SFAs followed by PHMA to ensure compliance with the terms and conditions of grazing permits. (BLM only)
Free-Roaming Equid Management	<ul style="list-style-type: none"> • Manage Herd Management Areas (HMAs) in GRSG habitat within established Appropriate Management Level (AML) ranges to achieve and

Fact Sheet: BLM, USFS Greater Sage-Grouse Conservation Effort

- **Surface Disturbance Caps** – Research clearly shows that sage-grouse decline as the amount of nearby surface disturbance (from roads, oil and gas wells, buildings, etc.) increases. The plans balance open space and development through a disturbance cap in priority habitat that limits how much fragmentation of habitat can occur. The caps take into account both existing disturbance and new authorized disturbance.
- **Fluid Mineral Resources (oil, gas and geothermal)** – The plans will reduce surface disturbance from oil, gas and geothermal development while recognizing valid existing rights. The BLM will work with lessees, operators and proponents of proposed fluid mineral projects on existing leases to mitigate adverse impacts to sage-grouse by avoiding, minimizing and compensating for unavoidable impacts. The plans prioritize future leasing and development outside of Priority and General Habitat Management Areas, and limit surface disturbance associated with new federal leases in Sagebrush Focal Areas and Priority Habitat Management Areas. For oil and gas, approximately 90% of lands with high to medium potential are located outside of federally managed priority habitat.
- **Surface Occupancy** – Advances in drilling technology have enabled companies to access oil and gas deposits without disturbing the surface directly above those deposits, making it possible to conserve sensitive habitats while still developing subsurface resources. In states without a demonstrated all-lands regulatory approach to managing disturbance, the BLM will require no-surface occupancy measures in new federal oil and gas leases in Sagebrush Focal Areas and, with exceptions, in Priority Habitat Management Areas. Exceptions, which will be determined by federal and state sage-grouse biologists, are limited to proposed development that will have no impact or a positive impact on sage-grouse.
- **Lek Buffers** – Leks are at the heart of the sage-grouse life-cycle, serving as sites that sage-grouse return to every year to mate. Scientific literature also suggests that other activities, including nesting, occur within a limited distance from a lek site. The plans identify buffers, consistent with the distances identified in a USGS study, as areas in which disturbance should be limited or eliminated to protect sage-grouse. As the study acknowledges, there is no single distance that's appropriate for all populations and all habitats across the range, so distance variations based on local data, best available science, landscape features and existing protections will be considered during the project-specific NEPA processes.
- **Renewable Energy** – Large-scale wind and solar projects have been demonstrated to negatively impact sage-grouse populations. While allowed in general habitat, the plans steer wind and solar development projects to areas outside of priority sage-grouse habitat. The plans complement the BLM's [Western Solar Plan](#) which developed solar energy zones, all of which are located outside sage-grouse habitat.
- **Transmission** – Large-scale wind and solar energy projects require transmission to deliver electricity to demand centers. The plans require developers seek to avoid placing transmission lines and other linear developments in sage-grouse habitat. Where important habitat cannot be avoided, mitigation measures will be required.
- **Mining** – The plans minimize surface disturbance caused by mining activities, subject to valid existing rights, in priority habitat and ensure that sagebrush habitat will be an important consideration in the BLM review of proposed coal mines or coal mine expansions. The plans



Idaho Sagebrush Focal Areas and Conservation Areas



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Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '16)

October 2015

Ordinary Income/Expense	Oct 15	Budget	\$ Over Budget	% of Budget
Income				
4000-00 · AIRCARRIER				
4000-01 · Aircarrier - Lease Space	7,043.43	84,520.44	-77,477.01	8.3%
4000-02 · Aircarrier - Landing Fees	7,329.60	150,000.00	-142,670.40	4.9%
4000-03 · Aircarrier - Gate Fees	100.00	1,200.00	-1,100.00	8.3%
4000-04 · Aircarrier - Utility Fees	30.00	16,041.00	-16,011.00	0.2%
4010-07 · Aircarrier - '14 PFC App	16,965.96	301,500.00	-284,534.04	5.6%
Total 4000-00 · AIRCARRIER	31,468.99	553,261.44	-521,792.45	5.7%
4020-00 · TERMINAL AUTO PARKING REVENUE				
4020-01 · Automobile Parking - Terminal	16,174.32	200,000.00	-183,825.68	8.1%
Total 4020-00 · TERMINAL AUTO PARKING REVENUE	16,174.32	200,000.00	-183,825.68	8.1%
4030-00 · AUTO RENTAL REVENUE				
4030-01 · Automobile Rental - Commission	20,535.86	485,000.00	-464,464.14	4.2%
4030-02 · Automobile Rental - Counter	2,228.82	25,000.00	-22,771.18	8.9%
4030-03 · Automobile Rental - Auto Prkng	18,201.16	59,285.27	-41,084.11	30.7%
4030-04 · Automobile Rental - Utilities	0.00	2,500.00	-2,500.00	0.0%
Total 4030-00 · AUTO RENTAL REVENUE	40,965.84	571,785.27	-530,819.43	7.2%
4040-00 · TERMINAL CONCESSION REVENUE				
4040-10 · Advertising - Commission	2,595.00	33,000.00	-30,405.00	7.9%
4040-11 · Vending Machines - Commission	1,122.20	15,000.00	-13,877.80	7.5%
Total 4040-00 · TERMINAL CONCESSION REVENUE	3,717.20	48,000.00	-44,282.80	7.7%
4050-00 · FBO REVENUE				
4050-01 · FBO - Lease Space	23,949.99	225,189.60	-201,239.61	10.6%
4050-02 · FBO - Tie-down Fees	24,205.64	460,000.00	-435,794.36	5.3%
4050-03 · FBO - Landing Fees - Trans.	14,850.27	275,000.00	-260,149.73	5.4%
4050-04 · FBO - Commission	801.72	18,000.00	-17,198.28	4.5%
Total 4050-00 · FBO REVENUE	63,807.62	978,189.60	-914,381.98	6.5%
4060-00 · FUEL FLOWAGE REVENUE				
4060-01 · Fuel Flowage - FBO	9,571.80	210,000.00	-200,428.20	4.6%
Total 4060-00 · FUEL FLOWAGE REVENUE	9,571.80	210,000.00	-200,428.20	4.6%
4070-00 · TRANSIENT LANDING FEES REVENUE				
4070-02 · Landing Fees - Non-Comm./Gov't	200.06	500.00	-299.94	40.0%
Total 4070-00 · TRANSIENT LANDING FEES REVENUE	200.06	500.00	-299.94	40.0%
4080-00 · HANGARS REVENUE				
4080-01 · Land Lease - Hangar	83,016.42	571,006.43	-487,990.01	14.5%
4080-02 · Land Lease - Hangar/Trans. Fee	75.20	5,384.00	-5,308.80	1.4%

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Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '16)

October 2015

	Oct 15	Budget	\$ Over Budget	% of Budget
4080-03 · Land Lease - Hangar/Utilities	211.59	1,563.00	-1,351.41	13.5%
Total 4080-00 · HANGARS REVENUE	83,303.21	577,953.43	-494,650.22	14.4%
4090-00 · TIEDOWN PERMIT FEES REVENUE				
4090-01 · Tiedown Permit Fees (FMA)	10,038.00	11,649.00	-1,611.00	86.2%
Total 4090-00 · TIEDOWN PERMIT FEES REVENUE	10,038.00	11,649.00	-1,611.00	86.2%
4100-00 · POSTAL CARRIERS REVENUE				
4100-01 · Postal Carriers - Landing Fees	895.20	13,000.00	-12,104.80	6.9%
4100-02 · Postal Carriers - Tiedown	2,970.00			
Total 4100-00 · POSTAL CARRIERS REVENUE	3,865.20	13,000.00	-9,134.80	29.7%
4110-00 · MISCELLANEOUS REVENUE				
4110-06 · Misc. - Security-Prox. Cards	18,480.00	32,000.00	-13,520.00	57.8%
4110-09 · Miscellaneous Expense Reimburse	-295.70			
Total 4110-00 · MISCELLANEOUS REVENUE	18,184.30	32,000.00	-13,815.70	56.8%
4120-00 · GROUND TRANSP. PERMIT REVENUE				
4120-01 · Ground Transportation Permit	0.00	13,500.00	-13,500.00	0.0%
4120-02 · GTSP - Trip Fee	280.00	3,080.00	-2,800.00	9.1%
Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	280.00	16,580.00	-16,300.00	1.7%
4400-00 · TSA				
4400-02 · Terminal Lease	545.37	40,000.00	-39,454.63	1.4%
Total 4400-00 · TSA	545.37	40,000.00	-39,454.63	1.4%
4510-00 · DOT/Small Community Air Service				
4510-01 · Small Community Air Service	0.00	150,000.00	-150,000.00	0.0%
Total 4510-00 · DOT/Small Community Air Service	0.00	150,000.00	-150,000.00	0.0%
4520-00 · INTEREST INCOME				
4520-07 · Interest Income - '14 PFC	0.42			
4600-00 · Interest Income - General	344.83	3,080.00	-2,735.17	11.2%
Total 4520-00 · INTEREST INCOME	345.25	3,080.00	-2,734.75	11.2%
4740-00 · AIP 40 - Safety Area Proj. Imp.				
4740-01 · AIP '40 Project II	0.00	25,000.00	-25,000.00	0.0%
Total 4740-00 · AIP 40 - Safety Area Proj. Imp.	0.00	25,000.00	-25,000.00	0.0%
4741-00 · AIP 41 - Safety Area Phase III				
4741-01 · AIP '41 SA Phase III	355,903.00	1,500,000.00	-1,144,097.00	23.7%
4741-02 · TSA Office RA	0.00	210,000.00	-210,000.00	0.0%

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '16)

October 2015

	Oct 15	Budget	\$ Over Budget	% of Budget
Total 4741-00 · AIP 41 - Safety Area Phase III	355,903.00	1,710,000.00	-1,354,097.00	20.8%
4742-00 · AIP 42 - Project TBD				
4742-01 · AIP '42 Project TBD	0.00	1,125,000.00	-1,125,000.00	0.0%
Total 4742-00 · AIP 42 - Project TBD	0.00	1,125,000.00	-1,125,000.00	0.0%
Total Income	638,370.16	6,265,998.74	-5,627,628.58	10.2%
Gross Profit	638,370.16	6,265,998.74	-5,627,628.58	10.2%
Expense				
EXPENDITURES				
"A" EXPENSES				
5000-01 · Salaries - Airport Manager	13,075.00	156,900.00	-143,825.00	8.3%
5010-00 · Salaries -Contracts/Finance Adm	7,914.40	92,217.86	-84,303.46	8.6%
5010-01 · Salaries - Office Assist.	16,279.13	181,696.16	-165,417.03	9.0%
5020-00 · Salaries - ARFF/OPS Chief	7,685.60	92,217.86	-84,532.26	8.3%
5030-00 · Salaries - ARFF/OPS Specialist	25,212.45	319,890.40	-294,677.95	7.9%
5040-00 · Salaries-ASC/Sp.Prjct./Ex. Assi	6,000.85	65,652.90	-59,652.05	9.1%
5050-00 · Salaries - Temp.	0.00	25,000.00	-25,000.00	0.0%
5050-02 · Salaries - Merit Increase	0.00	36,000.00	-36,000.00	0.0%
5060-01 · Overtime - General	0.00	2,000.00	-2,000.00	0.0%
5060-02 · Overtime - Snow Removal	0.00	20,000.00	-20,000.00	0.0%
5060-04 · OT - Security	0.00	2,500.00	-2,500.00	0.0%
5100-00 · Retirement	8,843.03	114,290.95	-105,447.92	7.7%
5110-00 · Social Security/Medicare	4,845.91	75,307.99	-70,462.08	6.4%
5120-00 · Life Insurance	171.87	1,500.00	-1,328.13	11.5%
5130-00 · Medical Insurance	18,236.80	190,000.00	-171,763.20	9.6%
5160-00 · Workman's Compensation	0.00	15,000.00	-15,000.00	0.0%
Total "A" EXPENSES	108,265.04	1,390,174.12	-1,281,909.08	7.8%
"B" EXPENDITURES				
"B" EXPENSES - ADMINISTRATIVE				
6000-00 · TRAVEL EXPENSE	1,276.05	12,000.00	-10,723.95	10.6%
6000-01 · Travel				
Total 6000-00 · TRAVEL EXPENSE	1,276.05	12,000.00	-10,723.95	10.6%
6010-00 · SUPPLIES/EQUIPMENT EXPENSE				
6010-01 · Supplies - Office	16,388.18	13,000.00	3,388.18	126.1%
6010-03 · Supplies - Computer	130.00			
Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE	16,518.18	13,000.00	3,518.18	127.1%
6020-00 · INSURANCE				
6020-01 · Insurance - Liability	9,700.00	11,800.00	-2,100.00	82.2%
6020-02 · Insurance - Public Officials	5,161.54	4,715.00	446.54	109.5%
6020-03 · Insurance-Bldg/Unlic.Veh./Prop	42,359.00	35,660.00	6,699.00	118.8%

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12/31/15

Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '16)

October 2015

	Oct 15	Budget	\$ Over Budget	% of Budget
6020-04 · Insurance - Licensed Vehicles	6,559.00	6,992.00	-433.00	93.8%
Total 6020-00 · INSURANCE	63,779.54	59,167.00	4,612.54	107.8%
6030-00 · UTILITIES				
6030-01 · Utilities - Gas/Terminal	47.58	9,000.00	-8,952.42	0.5%
6030-02 · Utilities - Gas/Maintenance	354.18	5,062.00	-4,707.82	7.0%
6030-03 · Utilities - Elect./Runway&PAPI	576.59	7,000.00	-6,423.41	8.2%
6030-04 · Utilities - Elec./Office/Maint.	618.37	15,000.00	-14,381.63	4.1%
6030-05 · Utilities - Electric/Terminal	2,282.29	34,600.00	-32,317.71	6.6%
6030-06 · Utilities - Telephone	813.43	12,184.46	-11,371.03	6.7%
6030-07 · Utilities - Water	55.02	798.90	-743.88	6.9%
6030-08 · Utilities - Garbage Removal	939.59	9,849.99	-8,910.40	9.5%
6030-09 · Utilities - Sewer	246.50	2,384.52	-2,138.02	10.3%
6030-11 · Utilities - Electric/Tower	285.15	6,000.00	-5,714.85	4.8%
6030-12 · Utilities - Elec./Brdfrd.Hghl	61.31	723.18	-661.87	8.5%
6030-15 · Utilities - Elec/AWOS	359.44	2,552.53	-2,193.09	14.1%
6030-16 · Utilities - Elec. Wind Cone	10.91	140.24	-129.33	7.8%
6030-17 · Utilities - Elec.- Hangar	6.03	210.82	-204.79	2.9%
6040-01 · Service Provider - Weather	0.00	2,079.00	-2,079.00	0.0%
6040-02 · Service Provider - Term. Music	222.67	895.00	-672.33	24.9%
6040-03 · Service Provider - Internet/ISP	495.00	10,000.00	-9,505.00	5.0%
6040-05 · Service Provider - ISP/Terminal	150.00	1,800.00	-1,650.00	8.3%
6040-06 · Service Provider - SSI Movement	0.00	9,850.00	-9,850.00	0.0%
Total 6030-00 · UTILITIES	7,524.06	130,130.64	-122,606.58	5.8%
6050-00 · PROFESSIONAL SERVICES				
6050-01 · Professional Services - Legal	4,414.00	35,000.00	-30,586.00	12.6%
6050-02 · Professional Services - Audit	0.00	45,000.00	-45,000.00	0.0%
6050-03 · Professional Services - Engineer	0.00	10,000.00	-10,000.00	0.0%
6050-04 · Professional Services - ARFF	0.00	2,000.00	-2,000.00	0.0%
6050-05 · Professional Services - Gen.	3,666.25	63.75	3,602.50	5,751.0%
6050-07 · Professional Services - Archite	0.00	66,000.00	-66,000.00	0.0%
6050-08 · Professional Services - Securit	0.00	4,000.00	-4,000.00	0.0%
6050-10 · Prof. Svcs.-IT/Comp. Support	3,990.00	14,000.00	-10,010.00	28.5%
6050-12 · Prof. Serv.- Planning Air Serv.	3,436.25	15,000.00	-11,563.75	22.9%
6050-13 · Prof. Serv.-Website Des.& Maint	977.50	1,912.50	-935.00	51.1%
6050-15 · Prof. Serv. - Public Outreach	3,436.25	20,000.00	-16,563.75	17.2%
Total 6050-00 · PROFESSIONAL SERVICES	19,920.25	212,976.25	-193,056.00	9.4%
6060-00 · MAINTENANCE-OFFICE EQUIPMENT				
6060-01 · Maint.-Office Equip./Gen.	0.00	10,000.00	-10,000.00	0.0%
6060-04 · Maintenance - Copier	740.08			
6060-05 · Maintenance - Phone	186.38			
Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT	926.46	10,000.00	-9,073.54	9.3%

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Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '16)

October 2015

	Oct 15	Budget	\$ Over Budget	% of Budget
6070-00 · RENT/LEASE OFFICE EQUIPMENT				
6070-01 · Rent/Lease - Office Equip./Gen	0.00	3,400.00	-3,400.00	0.0%
6070-02 · Rent/Lease - Postage Meter	0.00	1,400.00	-1,400.00	0.0%
Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT	0.00	4,800.00	-4,800.00	0.0%
6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E				
6080-01 · Dues/Memberships/Publications	5,820.70	13,000.00	-7,179.30	44.8%
6080-04 · Airport Marketing	45.00	20,000.00	-19,955.00	0.2%
Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E	5,865.70	33,000.00	-27,134.30	17.8%
6090-00 · POSTAGE				
6090-01 · Postage/Courier Service	383.16	1,500.00	-1,116.84	25.5%
Total 6090-00 · POSTAGE	383.16	1,500.00	-1,116.84	25.5%
6100-00 · EDUCATION/TRAINING				
6100-01 · Education/Training - Admin.	0.00	15,000.00	-15,000.00	0.0%
6100-02 · Education/Training - OPS	831.63			
Total 6100-00 · EDUCATION/TRAINING	831.63	15,000.00	-14,168.37	5.5%
6110-00 · CONTRACTS				
6110-01 · Contracts - General	6,789.00	42,000.00	-38,500.00	8.3%
6110-02 · Contracts - FMAA	3,500.00	58,900.00	-54,000.00	8.3%
6110-03 · Contracts - SVA/Fee Collection	4,900.00	5,000.00	-4,728.00	5.4%
6110-04 · Contracts - COH LEO	272.00	30,000.00	-27,600.00	8.0%
6110-05 · Contracts - Janitorial	2,400.00	13,800.00	-12,650.00	8.3%
6110-06 · Electronic Filing System	1,150.00	15,000.00	-15,000.00	0.0%
6110-07 · Contracts - Snow Removal	0.00	30,000.00	-30,000.00	0.0%
6110-08 · Contracts - Eccles Tree Lights	0.00	350.00	-350.00	0.0%
6110-09 · Contracts - Website	0.00	15,000.00	-14,762.00	1.6%
6110-10 · Online Email Server Access	238.00	50,000.00	-46,450.00	7.1%
6110-11 · Contracts -Security CMS	3,550.00	6,200.00	-6,200.00	0.0%
6110-13 · Contracts - FIDS	0.00	6,000.00	-6,000.00	0.0%
6110-14 · Contracts - TV	0.00	3,000.00	-3,000.00	0.0%
6110-15 · Contracts - 139 Airfield Rcord	0.00			
Total 6110-00 · CONTRACTS	22,799.00	275,250.00	-252,451.00	8.3%
6120-00 · PERMITS				
6120-01 · Permits - General	23.00	100.00	-77.00	23.0%
Total 6120-00 · PERMITS	23.00	100.00	-77.00	23.0%
6130-00 · MISCELLANEOUS EXPENSES				
6130-01 · Misc. - General	1,085.76	6,500.00	-5,414.24	16.7%
6140-00 · Bank Fees	40.25	1,000.00	-959.75	4.0%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined '16)
October 2015

	Oct 15	Budget	\$ Over Budget	% of Budget
Total 6130-00 - MISCELLANEOUS EXPENSES	1,126.01	7,500.00	-6,373.99	15.0%
Total "B" EXPENSES - ADMINISTRATIVE	140,973.04	774,423.89	-633,450.85	18.2%
"B" EXPENSES - OPERATIONAL				
6500-00 - SUPPLIES/EQUIPMENT-ARFF/OPERATI				
6500-01 - Supplies/Equipment - General	0.00	10,000.00	-10,000.00	0.0%
6500-02 - Supplies/Equipment - Tools	358.69			
6500-04 - Supplies/Equipment - Janitorial	1,729.16			
6500-05 - Supplies/Equipment - Deice	0.00	20,000.00	-20,000.00	0.0%
6500-06 - Supplies/Equipment - ARFF	0.00	5,000.00	-5,000.00	0.0%
Total 6500-00 - SUPPLIES/EQUIPMENT-ARFF/OPERATI	2,087.85	35,000.00	-32,912.15	6.0%
6510-00 - FUEL/LUBRICANTS				
6510-01 - Fuel/Lubricants - General	0.00	35,000.00	-35,000.00	0.0%
6510-02 - Fuel	174.37			
Total 6510-00 - FUEL/LUBRICANTS	174.37	35,000.00	-34,825.63	0.5%
6520-00 - VEHICLES/MAINTENANCE				
6520-01 - R/M Equipment - General	360.92	25,000.00	-24,639.08	1.4%
6520-19 - R/M Equip. '02 Ford F-150 PU	82.70			
6520-29 - R/M Equip.- 2010 Wausau Plow	438.01			
6520-30 - R/M Equip.-'05 Ford F-350	637.30			
Total 6520-00 - VEHICLES/MAINTENANCE	1,518.93	25,000.00	-23,481.07	6.1%
6530-00 - ARFF MAINTENANCE				
6530-01 - ARFF Maint. General	0.00	7,000.00	-7,000.00	0.0%
Total 6530-00 - ARFF MAINTENANCE	0.00	7,000.00	-7,000.00	0.0%
6540-00 - REPAIRS/MAINTENANCE - BUILDING				
6540-01 - R/M Bldg. - General	0.00	20,000.00	-20,000.00	0.0%
Total 6540-00 - REPAIRS/MAINTENANCE - BUILDING	0.00	20,000.00	-20,000.00	0.0%
6550-00 - REPAIRS/MAINTENANCE - AIRSIDE				
6550-01 - R/M - General	0.00	10,000.00	-10,000.00	0.0%
6550-04 - R/M - Lights	1,308.15			
6550-05 - R/M - Grounds	184.52			
Total 6550-00 - REPAIRS/MAINTENANCE - AIRSIDE	1,492.67	10,000.00	-8,507.33	14.9%
6560-00 - SECURITY EXPENSE				
6560-01 - Security	0.00	20,000.00	-20,000.00	0.0%
Total 6560-00 - SECURITY EXPENSE	0.00	20,000.00	-20,000.00	0.0%
6570-00 - REPAIRS/MAINT.-AERONAUTICAL EQU				

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Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '16)

October 2015

	Oct 15	Budget	\$ Over Budget	% of Budget
6570-01 · R/M Aeronautical Equip - NDB/DME	0.00	25,000.00	-25,000.00	0.0%
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU - Ot...	5,148.00			
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU	5,148.00	25,000.00	-19,852.00	20.6%
Total "B" EXPENSES - OPERATIONAL	10,421.82	177,000.00	-166,578.18	5.9%
Total "B" EXPENDITURES	151,394.86	951,423.89	-800,029.03	15.9%
"C" EXPENSES				
7000-00 · MISC. CAPITAL EXPENDITURES				
7000-01 · Contingency	0.00	20,000.00	-20,000.00	0.0%
7000-05 · Computer Equipment/Software	0.00	30,000.00	-30,000.00	0.0%
7000-14 · Retrofit Kit - Broom	0.00	4,000.00	-4,000.00	0.0%
7000-17 · Battery Jump Kit Lrg. System	0.00	2,200.00	-2,200.00	0.0%
7000-18 · Sweeper Brushes	0.00	10,000.00	-10,000.00	0.0%
7000-19 · Fork Lift	0.00	20,000.00	-20,000.00	0.0%
7000-20 · Sweeper Axles (Brushes)	0.00	8,000.00	-8,000.00	0.0%
7000-21 · Truck Spreader	0.00	8,000.00	-8,000.00	0.0%
7000-22 · Airline Ticketing Office Improv	0.00	200,000.00	-200,000.00	0.0%
7000-23 · SRE (Took Cat)	0.00	60,000.00	-60,000.00	0.0%
Total 7000-00 · MISC. CAPITAL EXPENDITURES	0.00	362,200.00	-362,200.00	0.0%
7110-00 · Small Comm. Air Service				
7110-01 · Small Comm. Air Serv.	0.00	150,000.00	-150,000.00	0.0%
Total 7110-00 · Small Comm. Air Service	0.00	150,000.00	-150,000.00	0.0%
7540-00 · AIP '40/PFC EXPENSE - Safety Ar				
7540-01 · AIP '40	0.00	26,565.00	-26,565.00	0.0%
7540-02 · AIP '40 Non-Eligible	5,536.57			
7540-04 · AIP '40 Non Eligible - Terminal	129.53			
7540-06 · AIP '40 Non-Eligible - OPS/Adm.	406.17			
Total 7540-00 · AIP '40/PFC EXPENSE - Safety Ar	6,072.27	26,565.00	-20,492.73	22.9%
7541-00 · AIP 41 SA Ph. III -Runway/Term.				
7541-01 · AIP '41	469,978.59	1,600,000.00	-1,130,021.41	29.4%
7541-02 · AIP '41 - Non-Eligible	8,502.64			
7541-05 · Non-Eligible - TSA	0.00	260,000.00	-260,000.00	0.0%
7541-07 · AIP '41 RETAINER	10,747.46			
7541-08 · AIP '41 RETAINER PFC	1,764.16			
Total 7541-00 · AIP 41 SA Ph. III -Runway/Term.	490,992.85	1,860,000.00	-1,369,007.15	26.4%
7542-00 · AIP '42 EXPENSE - TBD				
7542-01 · AIP '42 - Eligible	0.00	1,200,000.00	-1,200,000.00	0.0%
7542-00 · AIP '42 EXPENSE - TBD - Other	0.00	0.00	0.00	0.0%

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Accrual Basis

Friedman Memorial Airport

Profit & Loss Budget vs. Actual (Combined '16)

October 2015

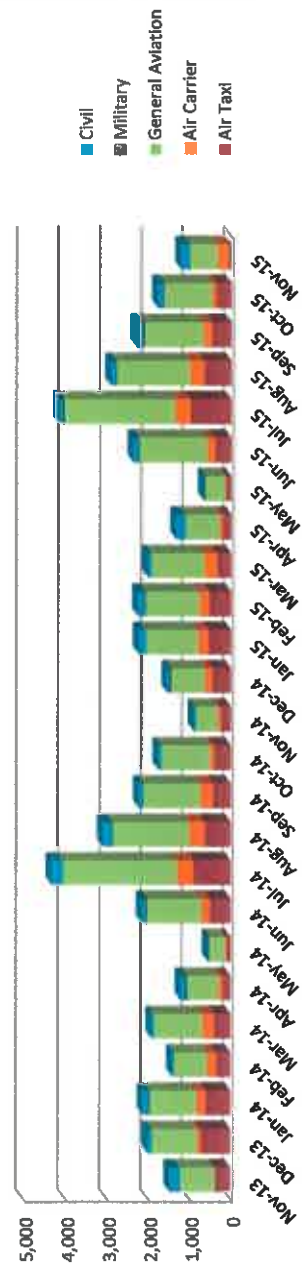
	Oct 15	Budget	\$ Over Budget	% of Budget
Total 7542-00 · AIP '42 EXPENSE - TBD	0.00	1,200,000.00	-1,200,000.00	0.0%
9001-00 · PFC 14-09-C-00-SUN				
9001-02 · PFC '14 Acquire SRE	352.50	500,000.00	-499,647.50	0.1%
9001-03 · PFC '14 Master Plan	18,850.29	175,000.00	-156,149.71	10.8%
9001-04 · PFC '14 Relocate SW Taxi Lane By	29,076.02			
9001-11 · PFC '14 Relocate SRE/ARFF Bldg.	2,255.89			
9001-18 · PFC '14 Runway Rehabilitation	0.00	131,700.00	-131,700.00	0.0%
Total 9001-00 · PFC 14-09-C-00-SUN	50,534.70	806,700.00	-756,165.30	6.3%
Total "C" EXPENSES	547,599.82	4,405,465.00	-3,857,865.18	12.4%
Total EXPENDITURES	807,259.72	6,747,063.01	-5,939,803.29	12.0%
Total Expense	807,259.72	6,747,063.01	-5,939,803.29	12.0%
Net Ordinary Income	-168,889.56	-481,064.27	312,174.71	35.1%
Net Income	-168,889.56	-481,064.27	312,174.71	35.1%

Friedman Memorial Airport
November 2015

ATCT Traffic Operations Record

Month	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
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
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
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
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
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
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
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
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
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
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
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
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	-
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	23,333

Operations
2012-2015
(Cumulative)



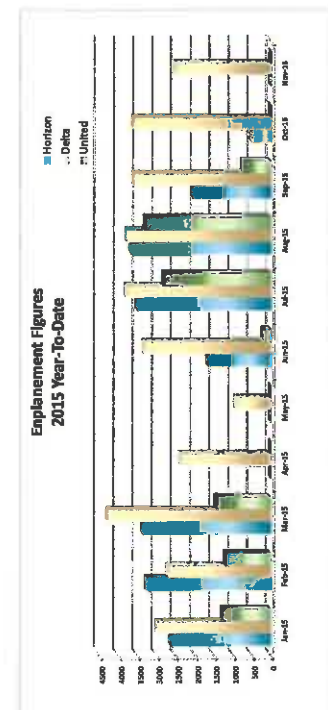
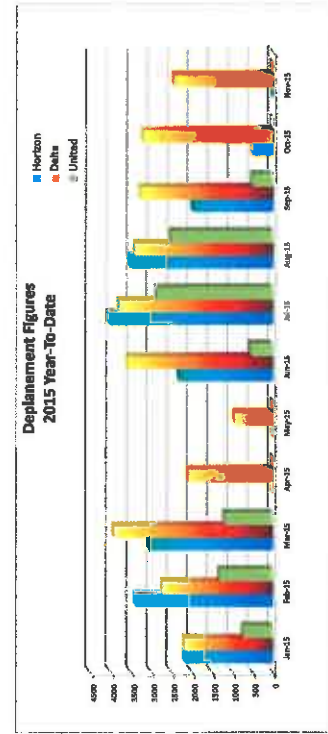
ATCT Operations Change (current month vs. same month last year)			
	2015	2014	% Change
Air Taxi	84	239	-65%
Air Carrier	266	86	209%
General Aviation	671	543	24%
Military	6	0	100%
Civil	202	40	405%
Total	1,229	908	35.35%

Month	2015 Enplanements						2015 Enplanements						2015 Enplanements					
	Alaska Airlines			Delta Airlines			United Airlines			Non-Revenue			Total			Total % Change		
	Revenue	Non-Revenue	Total	Revenue	Non-Revenue	Total	Revenue	Non-Revenue	Total	Revenue	Non-Revenue	Total	Revenue	Non-Revenue	Total	Prior Year Month	Prior Year Total	Total % Change
Jan-15	2,562	54	2,616	2,945	51	2,996	2,585	37	1,277	1,240	0	1,240	1,277	37	1,240	892	6,889	29%
Feb-15	3,205	56	3,261	2,616	87	2,703	2,311	25	1,194	1,189	0	1,189	1,194	25	1,189	854	7,158	40%
Mar-15	3,268	98	3,366	4,160	104	4,264	3,394	42	1,437	1,395	0	1,395	1,437	42	1,395	1,125	9,063	28%
Apr-15	0	0	0	2,296	77	2,373	2,118	0	0	0	0	0	0	0	0	0	2,373	0%
May-15	0	0	0	915	20	935	823	0	0	0	0	0	0	0	0	0	935	0%
Jun-15	1,622	39	1,661	3,255	89	3,344	3,465	11	203	182	0	182	203	11	182	0	5,208	0%
Jul-15	3,438	70	3,508	3,694	107	3,801	4,259	79	3,299	2,728	0	2,728	3,299	79	2,728	2,277	10,116	23%
Aug-15	3,602	59	3,661	3,685	101	3,786	4,586	58	3,241	3,241	0	3,241	3,299	58	3,241	2,710	10,746	22%
Sep-15	2,036	35	2,071	3,535	64	3,599	3,898	42	756	714	0	714	756	42	714	900	6,426	-16%
Oct-15	489	12	501	3,542	73	3,615	3,573	0	0	0	0	0	0	0	0	0	4,126	0%
Nov-15	0	0	0	2,445	75	2,520	2,463	0	0	0	0	0	0	0	0	0	2,520	0%
Totals	20,230	421	20,651	33,088	848	33,936	33,485	294	10,679	10,679	294	10,679	10,973	294	10,679	8,858	65,560	24%

Legend for Chart:

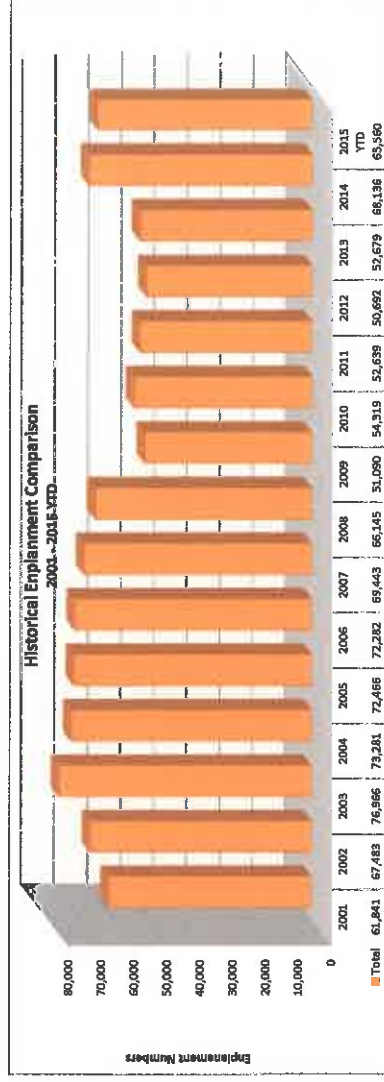
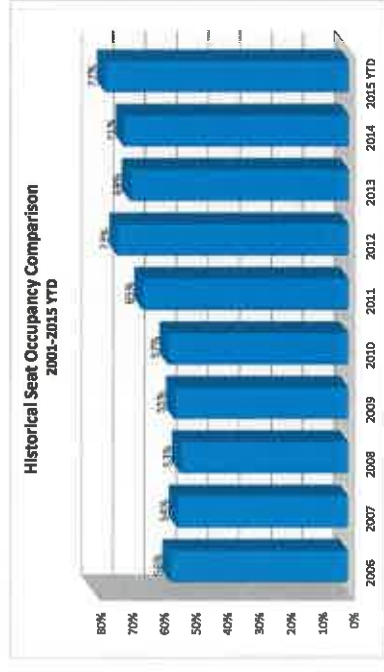
Month	2015 Enplanements						2015 Enplanements						2015 Enplanements					
	Alaska Airlines			Delta Airlines			United Airlines			Non-Revenue			Total			Total % Change		
	Revenue	Non-Revenue	Total	Revenue	Non-Revenue	Total	Revenue	Non-Revenue	Total	Revenue	Non-Revenue	Total	Revenue	Non-Revenue	Total	Prior Year Month	Prior Year Total	Total % Change
Jan-15	2,113	55	2,168	2,117	59	2,176	1,901	32	722	690	0	690	722	32	690	719	5,052	0.3%
Feb-15	3,338	52	3,390	2,654	75	2,729	2,386	13	1,319	1,306	0	1,306	1,319	13	1,306	723	7,438	82%
Mar-15	2,967	99	3,066	3,815	104	3,919	2,926	62	1,192	1,130	0	1,130	1,192	62	1,130	993	8,177	20%
Apr-15	0	0	0	2,021	71	2,092	1,867	0	0	0	0	0	0	0	0	0	2,092	-8.7%
May-15	0	0	0	899	29	928	833	0	0	0	0	0	0	0	0	0	928	0%
Jun-15	2,277	46	2,323	3,543	61	3,604	3,928	16	547	531	0	531	547	16	531	0	6,474	0%
Jul-15	3,966	50	4,016	3,725	75	3,800	4,395	89	2,892	2,813	0	2,813	2,892	89	2,813	2,214	10,718	30%
Aug-15	3,468	78	3,546	3,330	94	3,424	4,499	62	2,522	2,460	0	2,460	2,522	62	2,460	2,233	9,492	13%
Sep-15	1,957	37	1,994	3,224	67	3,291	3,337	25	508	481	0	481	508	25	481	673	5,791	-12%
Oct-15	487	12	499	3,148	74	3,222	3,238	0	0	0	0	0	0	0	0	0	3,721	0%
Nov-15	0	0	0	2,380	61	2,441	2,566	0	0	0	0	0	0	0	0	0	2,441	0%
Totals	20,593	429	21,022	30,856	770	31,626	31,879	279	9,680	9,411	279	9,411	9,680	279	9,411	7,455	62,338	30%

Legend for Chart:



Friedman Memorial Airport
November 2015

2015 Seat Occupancy																		
Month	Alitalia Airlines				Delta Airlines				United Airlines				Seat Occupancy Totals			Seat Occupancy Totals Comparison		
	Departure Flights	Seats Available*	Seats Occupied	Percent Occupied	Departure Flights	Seats Available	Seats Occupied	Percent Occupied	Departure Flights	Seats Available	Seats Occupied	Percent Occupied	Total Seats Available	Total Seats Occupied	Total Percent Occupied	Prior Year % Change Total Seats Available	Prior Year % Change Total Seats Occupied	Prior Year % Change Total % Occupied
Jan-15	44	3,344	2,616	78%	56	3,864	2,996	78%	31	2,046	1,277	62%	9,254	6,889	74%	3%	4%	0%
Feb-15	55	4,180	3,281	78%	51	3,519	2,703	77%	29	1,914	1,194	62%	9,613	7,158	74%	15%	17%	1%
Mar-15	55	4,180	3,362	80%	79	5,451	4,264	78%	33	2,178	1,437	66%	11,809	9,063	77%	15%	16%	1%
Apr-15	0	0	0	0%	51	3,519	2,373	67%	0	0	0	0%	3,519	2,373	67%	-12%	-10%	2%
May-15	0	0	0	0%	18	1,242	935	75%	0	0	0	0%	1,242	935	75%	-10%	14%	25%
Jun-15	38	2,584	1,661	64%	66	4,554	3,344	73%	12	792	203	26%	7,930	5,208	66%	1%	5%	5%
Jul-15	60	4,080	3,508	86%	69	4,761	3,801	80%	62	4,340	2,807	65%	13,181	10,116	77%	-9%	1%	12%
Aug-15	60	4,080	3,661	90%	67	4,623	3,786	82%	57	3,990	3,299	83%	12,693	10,746	85%	-9%	-2%	9%
Sep-15	36	2,448	2,071	85%	60	4,140	3,599	87%	19	1,254	766	60%	7,842	6,426	82%	-30%	-10%	30%
Oct-15	8	608	511	84%	61	4,209	3,615	86%	0	0	0	0%	4,817	4,126	86%	-3%	1%	4%
Nov-15	0	0	0	0%	45	3,105	2,520	81%	0	0	0	0%	3,105	2,520	81%	-12%	2%	16%
Totals	356	25,504	20,651	81%	623	42,987	33,936	79%	243	16,514	10,973	66%	85,005	65,560	77%			
Note:	Total of 68 Seats Available on aircraft for summer months Total of 78 Seats Available on aircraft for winter months				Total of 68 Seats Available on aircraft				Total of 66 Seats Available on aircraft from Jan. - June Total of 70 Seats starting in July									



From: Barbara Cook <barbara.cook@aaae.org>
Sent: Tuesday, December 15, 2015 6:27 PM
To: Rick Baird
Subject: Airport Report Today, December 16, 2015

airportreporttoday

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DELIVERING THE NEWS YOU NEED ■ AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES ■ DECEMBER 16, 2015

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PFC Opposition Questioned As Bag Fees Reach \$1 Billion	Spirit Airlines Plans New Philadelphia Service
FAA Announces Small UAS Registration Rule	United To Expand Passenger Service During Holiday
Two Lengthy Tarmac Delays Posted In October	Delta/KLM To Code Share With Jet Airways
Domestic Ticket Sales Decline In November	Digicast Offers Security Training
New Tower Sited For Houston's Ellington Airport	Did You Know
American To Add Kansas City-LaGuardia Flights	

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PFC Opposition Questioned As Bag Fees Reach \$1 Billion

* With DOT reporting Tuesday that U.S. scheduled passenger airlines collected \$1 billion in baggage fees in the third quarter of 2015 alone, AAAE once again questioned airline opposition to proposals to modernize the PFC, which was last adjusted by Congress in 2000.

"While the airlines have filled their stockings with more than \$1 billion in quarterly bag fee revenues, they continue to play the Grinch when it comes to airport local self-help to build better facilities for the traveling public," AAAE President and CEO Todd Hauptli said. "The carriers' continued position of 'Bah Humbug' when it comes to modernizing the PFC runs contrary to the interests of the traveling public – a fact made very clear as passengers take to the skies during the busy holiday season."

Along with the bag fee collections, which represented 2.3 percent of total operating revenue, the carriers collected \$755 million from reservation change fees, 1.7 percent of total operating revenue. The airlines reported a profit of \$9.3 billion in the third quarter, up from \$5.5 billion in the second quarter of 2015 and up from \$3.1 billion in the third quarter of 2014, DOT said.

FEATURED MEETING

88th Annual AAAE Conference & Exposition
 May 15 - 18, 2016 | Houston, TX

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UPCOMING EVENTS

30th Annual Aviation Issues Conference
 January 10 - 14, 2016 | Maui, HI

Rick Baird

From: Barbara Cook <barbara.cook@aaae.org>
Sent: Friday, December 18, 2015 5:37 PM
To: Rick Baird
Subject: Airport Report Today, December 21, 2015



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TOP STORIES IN THIS ISSUE

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Congress Passes Bill To Fund Federal Government	U.S. Signs New Aviation Agreement With Mexico
U.S., Cuba To Allow Scheduled Air Service	Spirit Airlines To Increase BWI Service
Delta Orders New Aircraft to Improve Efficiency	Sea-Tac Moves Toward Use Of Biofuel
Study: Airports Focused On Passenger Satisfaction	Digicast Offers Security Training
Little Rock Airport To Become Debt-Free	Did You Know
Minneapolis Airport Bond Ratings Upgraded	

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Congress Passes Bill To Fund Federal Government

President Obama has signed legislation passed by Congress late last week that funds the federal government for the remainder of fiscal year 2016, clearing the way for lawmakers to adjourn for the rest of the year.

The omnibus funding package has good news for airports on several fronts with the anticipated full funding of AIP and FAA's Contract Tower Program, as well as a provision that requires TSA to continue staffing exit lanes.

However, while the omnibus bill anticipates certain funding levels for FAA programs, the authorization for those programs only runs through March 31, 2016. The programs need to be authorized for the rest of the fiscal year — either through a long-term FAA reauthorization or a short-term extension — for the funding levels in the omnibus to materialize.

U.S., Cuba To Allow Scheduled Air Service

FEATURED MEETING

ACC/AAAE Airport Planning, Design and Construction Symposium
February 18 - 20, 2016 | Denver, CO

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UPCOMING EVENTS

30th Annual Aviation Issues Conference
January 10 - 14, 2016 | Maui, HI

Rick Baird

From: Brad Van Dam <brad.vandam@aaae.org>
Sent: Tuesday, December 08, 2015 12:38 PM
To: Rick Baird
Subject: Hearing Report: NATCA Warns Lawmakers about Controller Shortage



NATCA Warns Lawmakers about Controller Shortage

December 8, 2015

During a roundtable discussion on Capitol Hill today the head of the National Air Traffic Controllers Association warned lawmakers about the shortage of air traffic controllers. The session comes at a time when regional airlines and airports are ringing similar alarm bells about a shortage of commercial airline pilots.

NATCA President Paul Rinaldi told House Aviation Subcommittee members that controller staffing has reached a "crisis level." He said that the number of controllers has dropped 10 percent since 2011 and that one-third of controllers are eligible to retire. He criticized the FAA for its bureaucratic hiring practices and faulted the agency for not rehiring former controllers who failed to submit the correct paperwork.

Matthew Hampton, the Assistant Inspector General for Aviation Audits at the Department of Transportation Inspector General's office, told lawmakers that the controller shortage requires "urgent attention." He said that there are 10,900 controllers today, which is within an acceptable range. However, he pointed out that thirteen facilities are below minimum staffing standards including busy TRACONs in New York, Dallas, and Chicago.

Lawmakers keyed in on the impacts of the air traffic controller shortage. House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA), pointed out that enplanements are expected to rise to a billion in the next several years and that there needs to be enough controllers to accommodate rising demand and to implement NextGen.

Ranking Member Peter DeFazio (D-OR) suggested that the controller shortage could lead to more overtime and fatigue and ultimately impact aviation safety. He suggested reexamining the current age restrictions on controllers. The FAA prevents new hires from starting at the FAA Academy after they turn 31, and the mandatory retirement age for controllers is 56.



[Joel Bacon](#), Executive Vice President
[Brad Van Dam](#), Senior Vice President
[Gwen Basaria](#), Staff Vice President
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Rick Baird

From: Justin Towles <justin.towles@aaae.org>
Sent: Monday, December 14, 2015 2:46 PM
To: Rick Baird
Subject: AAAE Regulatory Alert: FAA Issues Interim Final Rule on Registration of Unmanned Aircraft Systems



FAA Issues Interim Final Rule on Registration of Unmanned Aircraft Systems (UAS)

December 14, 2015

Today, the Federal Aviation Administration (FAA) published an interim final rule entitled Registration and Markings for Small Unmanned Aircraft. This rule is the result of an expedited rule-making process, announced by Transportation Secretary Anthony Foxx and FAA Administrator Michael Huerta at a press conference in late October. AAAE staff has closely followed this process and participated in both the initial press conference and subsequent UAS Registration Task Force, which submitted its final report on November 21. The final rule creates a web-based aircraft registration process for owners of small unmanned aircraft (UAS) weighing more than 0.55 pounds (250 grams) and less than 55 pounds (approx. 25 kilograms), including payloads such as on-board cameras.

The FAA adopted many of the recommendations of the Task Force, but took exception with others. A few of the provisions where the Task Force and the FAA agreed are:

- A weight based threshold to trigger the registration requirement.
- A requirement of any aircraft weighing greater than 250 grams to register.
- Registration should be by the owner of the aircraft and not at the point of sale.
- The registered owner must be at least 13 years of age.
- The registration number must be affixed to the aircraft.

While, there was general agreement between FAA and the industry Task Force on many of the provisions, there were at least two major points of disagreement, which may attract negative attention both in the press and throughout the aviation community. FAA decided to implement a \$5 registration fee for each "non-model aircraft," which was a major sticking point for industry due to the likely chilling affect it would have on compliance. Another major difference was that

the Task Force envisioned a system where an owner would only need to register online a single time and receive a registration number that could be affixed to each aircraft they owned. The FAA only adopted this system for owners of "model aircraft" and will require all other unmanned aircraft to be individually registered with make and model information.

Registration is a statutory requirement that applies to all aircraft. Under this rule, any owner of a small UAS who has previously operated an unmanned aircraft exclusively as a model aircraft prior to December 21, 2015, must register no later than February 19, 2016. Owners of any other UAS purchased for use as a model aircraft after December 21, 2015 must register before the first flight outdoors. Owners may use either the paper-based process or the new streamlined, web-based system. Owners using the new streamlined web-based system must be at least 13 years old to register.

Owners may register through a web-based system at www.faa.gov/uas/registration. Registrants will need to provide their name, home address and e-mail address. Upon completion of the registration process, the web application will generate a Certificate of Aircraft Registration/Proof of Ownership that will include a unique identification number for the UAS owner, which must be marked on the aircraft.

Owners using the model aircraft for hobby or recreation will only have to register once and may use the same identification number for all of their model UAS. The registration is valid for three years.

The normal registration fee is \$5, but in an effort to encourage as many people as possible to register quickly, the FAA is waiving this fee for the first 30 days (from Dec. 21, 2015 to Jan 20, 2016).

A copy of the press release and full Interim Final Rule can be found by [clicking here](#).

If you have any questions please feel free to contact [Justin Towles](#) at (703) 797-2538.



[Melissa Sabatine](#), Senior Vice President
[Gwen Basaria](#), Staff Vice President
[Justin Towles](#), Staff Vice President
[Janet Skelly](#), Director

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Rick Baird

From: Brad Van Dam <brad.vandam@aaae.org>
Sent: Thursday, December 17, 2015 6:12 AM
To: Rick Baird
Subject: Airport Alert: Airports Urge Congress to Address Pilot Shortage



Airports Urge Congress to Address Pilot Shortage

December 17, 2015

Almost 100 airport officials joined together and signed a AAAE-drafted letter that urges Congress to address the current pilot shortage. The latest call for action comes at a time when lawmakers are gearing up to consider legislation to reauthorize the Federal Aviation Administration early next year.

For the past year and a half, AAAE has been highlighting the pilot shortage and the adverse impact that it is having on commercial air service to small- and medium-sized communities. AAAE President and CEO Todd Hauptli in May sent a round of [letters](#) to Congressional leaders urging them to ensure people who live in small communities have access to our national aviation system.

The Regional Airline Association has been playing a leading role on this issue. The association recently came up with a [plan](#) to create an alternative pathway for first officers to receive a restricted Airline Transport Pilot certificate. RAA makes a compelling case that its training program would enhance aviation safety, attract more pilots, and reduce the negative impact on service to small- and medium-size communities.

The joint airport letter, which was signed by almost 100 airport officials from around the country, calls on Congress to fully consider RAA's proposal. It also urges key lawmaker to consider other options that would help communities that are struggling to maintain and attract new commercial air service.

We would like to thank everyone who signed the pilot shortage letter. We encourage you to forward the final [House letter](#) to your own representatives and the [Senate letter](#) to your two senators. Or you can send a similar letter to members of your congressional delegation that describes how the pilot shortage is impacting your community.

Thanks again for your help and Happy Holidays!

[Joel Bacon](#), Executive Vice President
[Brad Van Dam](#), Senior Vice President
[Gwen Basaria](#), Staff Vice President
[Adam Snider](#), Director



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J

HARRY S. RINKER



RECEIVED

DEC 23 2015

FRIEDMAN MEMORIAL
AIRPORT

cc: RB

December 22, 2015

Mr. Steve Mills
Webb Landscaping
891 Washington Avenue
Ketchum, ID 83340

Mr. Frank Halverson
Power Engineers
3940 Glenbrook Drive
Hailey, ID 83333

Steve and Frank,

Your comments supporting Hailey Airport in the December 4th Mountain Express were very well-stated and long overdue. We need more statements like yours at the board meetings to balance against the multitude that want to move the airport.

I have been coming to Sun Valley since 1961 and there were jets flying then and no houses south of the airport and very few east. It's ironic that people are saying "now that I have purchased, I want the jets stopped or the airport moved".

I hope I have the opportunity, this next summer, to personally meet you both. I will copy my longtime friend, Doug Webb; I trust he is in good health.

Harry S. Rinker

/tb

cc: Rick Baird ✓
Mike Rasch
Doug Webb

APPENDIX A. DOCUMENTED CATEX

Airport sponsors should use this form for projects eligible for a categorical exclusion (CATEX) that have greater potential for extraordinary circumstances or that otherwise require additional documentation, as described in the Environmental Orders (FAA Order 1050.1E and FAA Order 5050.4B).

To request a CATEX determination from the FAA, the sponsor should review potentially affected environmental resources, review the requirements of the applicable special purpose laws, and consult with the FAA Environmental Protection Specialist about the type of information needed. Complete this form and send it with any supporting environmental resource documentation to the appropriate FAA Airports Division/District Office. The form and supporting documentation should be provided in accordance with the provisions of FAA Order 5050.4B, paragraph 302b, to allow sufficient time for review. The CATEX cannot be approved until all information/documentation is received and all requirements have been fulfilled.

It is ultimately the sponsor's responsibility to ensure that all of the information necessary for the FAA to make an environmental determination is accurate and complete.

Name of Airport, LOC ID, and Location

Friedman Memorial Airport, SUN, Hailey, Idaho

Project Title

Air Carrier Apron Extension

Provide a brief, but complete description of the proposed project, including all project components, justification, estimated start date, and duration of the project. Include connected actions necessary to implement the proposed project (including but not limited to moving NAVAIDs, changing flight procedures, and designating or developing haul routes, new material or expanded material sources, staging or disposal areas). Attach a sketch or plan of the proposed project. Photos can also be helpful.

SCOPE:

The Friedman Memorial Airport is located in Blaine County, in the City of Hailey, Idaho. The Airport is the primary airport providing commercial and general aviation air services for the Wood River Valley and South Central Idaho, including the communities of Hailey, Bellevue, Ketchum, Sun Valley, and Carey. The Airport encompasses 209 acres and is located 5,320 feet above mean sea level. The Federal Aviation Administration (FAA) categorizes the Airport as a non-hub commercial service airport (FAA Site Number 04206). The Airport Reference Point (ARP) is 43° 30' 13.6"N Latitude and 114° 17' 44.0"W Longitude.

The scope of this project includes western extension of the existing air carrier apron on the north side of the terminal to accomodate one (1) additional aircraft parking spot (approximately 1 acre). Construction of the expansion includes an earth retaining structure and associated fill, paving, stormwater management features, marking, lighting, signage and fence. Ancillary work required to complete this scope also includes realigning vehicle roadways and vehicle parking areas to accommodate the apron expansion.

PURPOSE AND NEED:

The existing apron space available is not adequate to meet existing and projected demand. Extending the apron to the west will allow additional aircraft parking at the terminal. The additional parking capacity will allow aircraft to taxi into parking without requiring staged parking or aircraft relocation following passenger transfer. Moreover, the additional parking will reduce the amount of aircraft taxi ground run time and aircraft ground equipment operations required to move aircraft around the airport; thus, additional parking will reduce overall fuel consumption and improve the safety and efficiency of airport operations.

DURATION:

Design: start - Spring 2016, finish - Winter 2017

Construction: start - Spring 2017, finish - Fall 2017

Provide a brief, but complete, description of the proposed project area. Include any unique or natural features within or surrounding the airport property.

The project area includes an area adjacent to the existing aircraft parking apron west of the passenger terminal, including surface vehicle roadways. Exhibit 1 depicts the project area.

Identify the appropriate CATEX paragraph(s) from Order 1050.1E (paragraph 307-312) or 5050.4B (tables 6-1 and 6-2) that apply to the project. Describe if the project differs in any way from the specific language of the CATEX or examples given as described in the Order.

Order 1050.1F, paragraph 5-6.4 (e.), categorically excludes Federal financial assistance, licensing, or Airport Layout Plan (ALP) approval for the following actions, provided the action would not result in significant erosion or sedimentation, and will not result in a significant noise increase over noise sensitive areas or result in significant impacts on air quality.

- Construction, repair, reconstruction, resurfacing, extending, strengthening, or widening of a taxiway, apron, loading ramp, or runway safety area (RSA), including an RSA using Engineered Material Arresting System (EMAS); or

- Reconstruction, resurfacing, extending, strengthening, or widening of an existing runway.

This CATEX includes marking, grooving, fillets and jet blast facilities associated with any of the above facilities.

The circumstances one must consider when documenting a CATEX are listed below along with each of the impact categories related to the circumstance. Use FAA Environmental Orders 1050.1E, 5050.4B, and the Desk Reference for Airports Actions, as well as other guidance documents to assist you in determining what information needs to be provided about these resource topics to address potential impacts. Indicate whether or not there would be any effects under the particular resource topic and, **if needed**, cite available references to support these conclusions. Additional analyses and inventories can be attached or cited as needed.

304a. National Historic Preservation Act (NHPA) resources

Projects that have the potential to cause effects on historic properties require a Section 106 finding in order to meet the requirements of the NHPA regardless of the type of NEPA document being completed. Check with your local Airports Division/District Office to determine if a Section 106 finding is required. Consultation with the State Historic Preservation Officer/Tribal Historic Preservation Officer (SHPO/THPO) may be required, and should be conducted through the FAA.

	YES	NO
<p>Are there historic/cultural resources listed (or eligible for listing) on the National Register of Historic Places located in the Area of Potential Effect? If yes, provide a record of the historic and/or cultural resources located therein.</p> <p>The APE includes the aircraft parking apron located immediately north and west of the terminal. The APE extends into the lower vehicle parking area and associated roadways. The Area of Potential Effect (APE) is the same as the project area described in Exhibit 1.</p> <p>A review of the National Register of Historic Places revealed several facilities located to the northwest of the airport; however, there are no listed facilities or historic districts located on the airport or within the APE. Refer to Appendix A for more detail.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects.</p> <p>The APE does not include any historic sites.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project area previously undisturbed? If yes, provide more information.</p> <p>No. The APE is within an area of previous disturbance related to airport development.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project impact tribal land or land of interest to tribes? If yes, describe the nature and extent of the effects and provide information on the tribe affected. Consultation with their THPO may be required.</p> <p>No. The APE is located entirely on existing airport property.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

304b. Department of Transportation Act Section 4(f) and 6(f) resources

	YES	NO
<p>Are there any properties protected under Section 4(f) (as defined by FAA Order 1050.1E) in or near the project area? This includes publicly owned parks, recreation areas, and wildlife or waterfowl refuges of national, state or local significance or land from a historic site of national, state or local significance.</p> <p>There are no sites on the airport property which have the potential to be designated as Section 4(f) property. There are approximately five (5) city parks located within one mile north of the airport, within the City of Hailey. This project will not result in any changes in aircraft fleet mix, utilization, or flight paths; therefore, the parks will not be impacted as a result of this project.</p> <p>There are currently no wildlife and waterfowl refuges of National, State or Local significance located in the vicinity of the airport. The nearest wilderness areas are the newly designated Hemingway-Boulders Wilderness area located over 18 miles to the north and the Craters of the Moon National Wilderness Area located over 33 miles to the southeast. Refer to Appendix B for more detail.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will project construction or operation directly or constructively "use" any Section 4(f) resource? If yes, describe the nature and extent of the use and/or impacts, and why there are no prudent and feasible alternatives. See Desk Reference Chapter 7.</p> <p>There are no Section 4(f) resources affected by this project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds? If so, please explain, if there will be impacts to those properties.</p> <p>There are no Section 6(f) resources affected by this project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

304c. Natural, Ecological, or Scenic Resources

This section covers a broad range of categories from farmlands to endangered species to coastal resources to wild and scenic rivers. Items to consider include:

Coastal Resources	YES	NO
<p>Will the project occur in or impact a coastal zone as defined by the State's Coastal Zone Management Plan (CZMP)? If yes, discuss the project's consistency with the State's CZMP. Attach the consistency determination if applicable.</p> <p>Idaho does not contain any coastlines.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Coastal Resources	YES	NO
<p>Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish and Wildlife Service?</p> <p>Idaho does not contain any coastlines.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Ecological Resources	YES	NO
<p>Are there any federal or state listed endangered, threatened, or candidate species or designated critical habitat in or near the project area? This includes species protected by individual statute, such as the Bald Eagle.</p> <p>All Federally listed endangered, threatened, or candidate species known or believed to occur in Blaine County, Idaho were reviewed. The list includes the Yellow-billed Cuckoo, Bull Trout, Gray Wolf, Canada Lynx, North American Wolverine, and Whitebark Pine (Appendix C). Additionally, the U.S. Fish and Wildlife Service (FWS) Critical Habitat Portal indicates no designated critical habitat for any federal or state listed endangered, threatened or candidate species on airport or in the vicinity of the airport (Appendix D).</p> <p>Moreover, there are currently no endangered, threatened, or candidate species known to reside on or near the airport.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat? If yes, consultation between the FAA and the US Fish & Wildlife Service, National Marine Fisheries Service, and/or the appropriate state agency will be necessary. Provide a description of the impacts and how impacts will be avoided, minimized, or mitigated.</p> <p>There are no known endangered, threatened, or candidate species or designated critical habitat for any federal or state listed endangered, threatened or candidate species located on the airport or in the vicinity of the airport. Therefore, the project will not affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize or mitigation impacts (such as timing windows determined in consultation with the USFWS).</p> <p>The U.S. FWS IPaC Trust Resource Report for the airport indicates there may be 19 species of migratory birds in or near the airport; however, given the scope and nature of this project, the work will not result in taking any birds.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Ecological Resources	YES	NO
<p>Does the project area contain resources protected by the Fish and Wildlife Coordination Act? If yes, describe any impacts and steps taken to avoid, minimize or mitigate impacts.</p> <p>The project area does not contain resources protected by the Fish and Wildlife Coordination Act.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project have the potential to impact fish habitat protected under the Magnuson-Stevens Act? If yes, after notifying the FAA and the airport sponsor will take the necessary consultation action. Actions may include preparing an Essential Fish Habitat assessment and consultation with the National Marine Fisheries Service. Describe any adverse impacts, and any conservation measures needed to avoid such impacts.</p> <p>Based on the NOAA Essential Fish Habitat map tool, no essential fish habitat exists in the project area (Appendix E).</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Farmland	YES	NO
<p>Is there prime, unique, state or locally important farmland in/near the project area? Describe any significant impacts from the project.</p> <p>The USDA-NRCS Web Soil Survey for Farmland Classification indicates there is no land in or near the project site classified as prime or unique farmland (Appendix F). The project is located within previously disturbed area not previously or currently used for farming.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the project include the acquisition and conversion of farmland? If farmland will be converted, describe coordination with the US Natural Resources Conservation and attach the completed Form AD-1006.</p> <p>The scope of this project does not include acquisition and conversion of farmland.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Floodplains	YES	NO
<p>Will the project be located in, encroach upon or otherwise impact a floodplain? If yes, describe impacts and any agency coordination or public review completed including coordination with the local floodplain administrator. Attach the FEMA map if applicable and any documentation.</p> <p>Based on available FEMA flood insurance rate maps, the airport is not located in a floodplain (Appendix G).</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Wetlands and Other Waters of the U.S.	YES	NO
<p>Are there any wetlands or other waters of the U.S. in or near the project area?</p> <p>The U.S. FWS National Wetlands Inventory mapping tool indicates there are no wetlands or other waters of the U.S. in the project area (Appendix H).</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Has wetland delineation been completed within the proposed project area? If yes, please provide U.S. Army Corps of Engineers (USACE) correspondence and jurisdictional determination.</p> <p>A wetland delineation was not completed within the project area; however, the U.S. FWS National Wetlands Inventory mapping tool indicates there are no wetlands or other waters of the U.S. in the project area (Appendix H). Additionally, the USDA NRCS soil maps indicate well drained soils in the proximity of the project area, which reduces the potential for viable wetlands (Appendix F).</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Wetlands and Other Waters of the U.S.	YES	NO
<p>If a delineation was not completed, was a field check done to confirm the presence/absence of wetlands or other waters of the U.S.? If no to both, please explain what methods were used to determine the presence/absence of wetlands.</p> <p>A field check was not done to confirm the presence/absence of wetlands or other waters of the U.S. Alternatively, a US FWS wetland map was reviewed which indicates there are no wetlands or waters of the U.S. in the project area. Additionally, the soil types in the project area do not support wetlands and the project area consists of previously disturbed land. No wetlands are present.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>If yes, will the project result in impacts, directly or indirectly (including tree clearing)? Describe any steps taken to avoid, minimize or mitigate the impact.</p> <p>The project will take place within previously disturbed areas and does not include tree clearing.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is a USACE Clean Water Act Section 404 permit required? If yes, does the project fall within the parameters of a general permit? If so, which general permit?</p> <p>The project scope does not include placing fill in wetlands or Waters of the U.S.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Wild and Scenic Rivers	YES	NO
<p>Is there a river on the Nationwide Rivers Inventory, a designated river in the National System, or river under State jurisdiction (including study or eligible segments) near the project?</p> <p>Based on a map review of Wild and Scenic Rivers, there are no designated rivers near the project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project directly or indirectly affect the river or an area within ¼ mile of its ordinary high water mark?</p> <p>There are no designated rivers near the project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

304d. Disruption of an Established Community

	YES	NO

	YES	NO
<p>Will the project disrupt a community, planned development or be inconsistent with plans or goals of the community?</p> <p>The project will not disrupt a community or planned development and is consistent with local plans and goals of the community. All construction will take place on airport property. The City of Hailey Zoning Ordinance specifies an Airport District which includes airport property. The Airport District is intended to provide an area that would allow regularly scheduled commercial passenger aircraft services and private general aviation services to be used by the general public. This project is consistent with the intent and purpose of the Airport District.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Are residents or businesses being relocated as part of the project?</p> <p>No residents or business are being relocated as part of this project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Justice	YES	NO
Are there minority and/or low-income populations in/near the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project cause any disproportionately high and adverse impacts to minority and/or low-income populations? Attach census data if warranted.</p> <p>There are no residents domiciled in or near the proposed project area. The proposed project is not expected to result in any significant negative impacts to any population groups and therefore, would not result in disproportionate negative impacts to any special population group. Socioeconomic impacts are expected to be positive in nature and are expected to benefit all population groups in the area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

304e. Surface Transportation

	YES	NO
Will the project cause a significant increase in surface traffic congestion or cause a degradation of level of service provided?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO
<p>Will the project require a permanent road relocation or closure? If yes, describe the nature and extent of the relocation or closure and indicate if coordination with the agency responsible for the road and emergency services has occurred.</p> <p>The project scope includes areas located exclusively within the airport. The only road closures involved with this project are local airport roads that serve vehicle parking areas. Included in the scope of this project is relocation of some vehicle parking lot access roads, to accommodate the apron extension. Coordination on road closures and relocations will be completed by the airport authority.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

304f. Noise

	YES	NO
<p>Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix?</p> <p>This project will not increase aircraft operations, nighttime operations, or change the aircraft fleet mix. The purpose of this project is to accommodate current actual and projected future aircraft parking demand.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project cause a change in airfield configuration, runway use, or flight patterns - either during construction or after the project is implemented?</p> <p>The apron extension will not change the airfield configuration, runway use, or flight patterns during or after project completion.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the forecast exceed 90,000 annual propeller operations, 700 annual jet operations or 10 daily helicopter operations or a combination of the above? If yes, a noise analysis may be required if the project would result in a change in operations.</p> <p>This project will not increase aircraft operations, nighttime operations, or change the aircraft fleet mix.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Has a noise analysis been conducted, including but not limited to generated noise contours, a specific point analysis, area equivalent method analysis, or other screening method? If yes, provide that documentation.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Could the project have a significant impact (DNL 1.5 dB or greater increase) on noise levels over noise sensitive areas within the 65+ DNL noise contour?</p> <p>This project will not increase aircraft operations, nighttime operations, or change the aircraft fleet mix.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

304g. Air Quality

	YES	NO
Is the project located in a Clean Air Act non-attainment or maintenance area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>If yes, is it listed as exempt, presumed to conform, or will emissions (including construction emissions) from the project be below <i>de minimis</i> levels? (Provide the paragraph citation for the exemption or presumed to conform list below, if applicable.) Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation. If exempt or "presumed to conform", skip the next two questions.</p> <p>N/A. A significant increase in air emissions is not anticipated for this project. On the contrary, due to reduced taxi and ground handling resulting from this apron extension, air emissions will be reduced.</p> <p>Appropriate best management practices will be used to mitigate fugitive dust emissions during construction.</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles?</p> <p>This project will provide the needed capacity to meet aircraft parking demands. Planned demand will require multiple aircraft relocations to accommodate passenger terminal operations. Construction of this project will mitigate the need to relocate parked aircraft, leading to safer and more efficient operations requiring less fuel consumption.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Could the project impact air quality or violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendment of 1990?</p> <p>The proposed project does not significantly impact air quality and does not have the potential to violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendment of 1990.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Does the airport have 180,000 general aviation and air taxi operations or 1.3 million enplanements annually? If yes, an air quality analysis may be required if the project would result in a change in operations.</p> <p>The Friedman Memorial Airport does not have 180,000 general aviation and air taxi operations nor 1.3 million enplanements annually. This project will not change airport operations. This project will provide needed parking capacity to meet current and future projected demand.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

304h. Water Quality

Airport projects may cause water quality impacts due to their proximity to waterways. Airport related water quality impacts can occur from both point and non-point (stormwater runoff) sources.

	YES	NO
<p>Are there water resources within or near the project area? These include groundwater, surface water (lakes, rivers, etc.), sole source aquifers, and public water supply. If yes, provide a description of the resource, including the location (distance from project site, etc.).</p> <p>The nearest water resource to the project area is the Big Wood River, which is approximately 2,500 feet from the closest element of this project. There are no water resources located in the project area.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project impact any of the identified water resources? Describe any steps that will be taken to protect water resources during and after construction.</p> <p>This project will not impact any nearby water resources. Appropriate best management practices will be used to mitigate the impact to surface water resources during construction. Storm water will remain on the airport then treated and conveyed to dry wells in swales for infiltration, which is consistent with the airport Storm Water Pollution Prevention Plan. Ground water resources will not be impacted by this project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the project increase the amount or rate of stormwater runoff? Describe any steps that will be taken to ensure it will not impact water quality.</p> <p>The total quantity of impervious surface will nominally increase with the extension of the apron. Storm water will remain on the airport then treated and conveyed to dry wells in swales for infiltration, which is consistent with the airport Storm Water Pollution Prevention Plan. Best management practices for construction will be implemented to mitigate storm water impacts during the construction period.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Does the project have the potential to violate federal, state, tribal or local water quality standards established under the Clean Water and Safe Drinking Water Acts?</p> <p>This project will not impact any nearby water resources. Appropriate best management practices will be used to mitigate the impact to surface water resources during construction. Ground water resources will not be impacted by this project</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Are any permits required? If yes, list the appropriate permits.</p> <p>Building permits will be obtained for the apron extension.</p> <p>An NPDES Stormwater Construction General Permit will be required for construction.</p> <p>An FAA Form 7460-1 Notice of Proposed Construction or Alteration will be filed.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

304i. Highly Controversial on Environmental Grounds

	YES	NO
<p>Is the project highly controversial? The term "highly controversial" means a substantial dispute exists as to the size, nature, or effect of a proposed federal action. The effects of an action are considered highly controversial when reasonable disagreement exists over the project's risks of causing environmental harm. Mere opposition to a project is not sufficient to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement exists regarding the effects of a proposed action.</p> <p>The entire scope of this project is on airport property and does not present substantial environmental risk. The environmental risks are laid out in this document and when considered independently and cumulatively, do not create significant environmental risks. The construction of an apron extension and roadway re-alignment all within previously disturbed areas on airport property is not highly controversial.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

304j. Inconsistent with Federal, State, Tribal or Local Law

	YES	NO
<p>Will the project be inconsistent with plans, goals, policy, zoning, or local controls that have been adopted for the area in which the airport is located?</p> <p>The apron extension project is consistent with the City of Hailey and Friedman Memorial Airport Authority plans, goals, policy, zoning and local controls.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Is the project incompatible with surrounding land uses?</p> <p>The extension of the apron is entirely on the airport and is compatible with the airport plans, goals, policy, zoning, and local controls.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

304k. Lighting, Visual, Hazardous Materials, Construction Impacts, Etc.**Light Emissions and Visual Effects**

Airport related lighting facilities and activities could affect surrounding light-sensitive areas such as homes, parks, recreation areas, etc. Visual affects deal broadly with the extent to which airport development contrasts with the existing environment/setting.

	YES	NO

	YES	NO
<p>Will the proposed project produce light emission impacts?</p> <p>Additional lighting may be required for the expanded apron area. All lighting modifications will be in strict accordance with the City of Hailey zoning ordinance regarding outdoor lighting and protection of the night sky viewscape.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will there be visual or aesthetic impacts as a result of the proposed project and/or have there been concerns expressed about visual/aesthetic impacts?</p> <p>The entirety of this project occurs on airport property, within and among existing airport infrastructure. There will be no visual or aesthetic impacts from the apron extension, compared to existing conditions; only a minimal impact to the building-scape of the airport will occur as a result of the apron extension.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Hazardous Materials

Federal, State, and local laws regulate hazardous materials use, storage, transport or disposal. Disrupting sites containing hazardous materials or contaminants may cause significant impacts to soil, surface water, groundwater, air quality, humans, wildlife, and the organisms using these resources. This category also includes solid waste and hazardous substances.

	YES	NO
<p>Does the project involve or affect hazardous materials?</p> <p>This project does not involve or affect hazardous materials. The scope of this project is limited to extending an aircraft apron through earth fill and paving, along with ancillary road relocations. No hazardous materials will be used in this project.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will construction take place in an area that contains or previously contained hazardous materials?</p> <p>A map search of hazardous waste sites on the EPA hazardous waste search tool did not return any known sites on or near the airport.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>If the project involves land acquisition, is there a potential for this land to contain hazardous materials or contaminants?</p> <p>This project does not include land acquisition.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Will the proposed project produce hazardous and/or solid waste either during construction or after? If yes, how will the additional waste be handled?</p> <p>This project will not produce hazardous waste. Solid waste generated through the course of construction will be managed and disposed of at an approved facility.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Construction

Construction may cause various environmental effects including, but not limited to, increases in dust, aircraft and heavy equipment emissions, stormwater runoff, spill/leaking petroleum, and noise.

	YES	NO
<p>Will the project result in construction impacts, such as reducing local air quality, increase erosion, pollutant runoff, or noise, or disrupt local traffic patterns? If yes, describe measures to avoid and minimize construction impacts.</p> <p>During construction, temporary impacts may occur; however, best management practices will be established prior to the start of construction and will be maintained throughout the duration of construction. The use of best management practices will mitigate any temporary construction impacts.</p> <p>Localized increases in noise levels from construction equipment activity may occur in the project area. The majority of work activity will occur Monday through Friday, during normal business hours (9am to 7pm).</p> <p>Haul routes may include off-airport roadways and may result in minor delays and disruptions to local traffic; however, access will remain available to the general public and airport tenants throughout the project. Local traffic on the airport will be redirected to avoid the project area, while permanent roadway realignment is completed.</p> <p>Construction material stockpile and staging will take place on airport property. The project will not result in erosion as sediment and erosion control best management practices will be implemented through the project's duration.</p> <p>The airport has undergone significant construction projects in the recent past. This project will not exceed the intensity of past projects.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Will the project create short term impacts?</p> <p>The use of best management practices will mitigate any short-term impacts resulting from the construction activity. Any short-term impacts will not be significant.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Will the project result in long term/permanent impacts?</p> <p>No long-term or permanent impacts are expected from the construction activity.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Energy Supply and Natural Resources	YES	NO
<p>Will the project change energy requirements or use consumable natural resources?</p> <p>As with any construction project, natural resources will be consumed through the course of construction. Only a marginal increase in lighting may be required for this project; thus, no significant change in energy requirements will result from this project.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Will the project change aircraft/vehicle traffic patterns that could alter fuel usage?</p> <p>The intent of this project is to extend the aircraft apron to minimize the use of altered traffic patterns resulting from congested parking areas. The apron extension will provide additional, needed parking so that relocating aircraft is not necessary. Extending the apron will result in reduced fuel usage, through avoidance of multiple relocations of aircraft.</p> <p>Vehicle traffic patterns will be modified to accommodate the construction activity. The altered traffic pattern will be comparable to current traffic patterns and will not increase fuel usage.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Public Involvement

Through public participation, federal agencies disclose information about a proposed project and expected environmental effects. Many of the special purpose laws (National Historic Preservation Act, Clean Water Act, etc.) require public notice and the opportunity for public involvement.

	YES	NO
<p>Was there any public notification or involvement? If yes, provide documentation.</p> <p>This project is consistent with the goals outlined in the Friedman Memorial Airport Master Plan currently in development. Development of the Master Plan included numerous discussions at Board meetings, which included public involvement. Furthermore, this project was discussed at regularly scheduled meetings of the Friedman Memorial Airport Authority board on November 3, 2015 and December 1, 2015. The November 3, 2015 meeting minutes are included in Appendix J; however, the minutes from the December 1, 2015 meeting are not yet published. Additionally, this project will be discussed in detail during the upcoming scheduled board meeting on January 12, 2016.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Indirect/Secondary/Induced Impacts

Indirect/Secondary/Induced Impacts are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. They may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

	YES	NO
<p>Will the project result in indirect/secondary/induced impacts?</p> <p>A significant increase in activity is not anticipated as a result of the proposed action, as this action is required to meet current and future projected aircraft parking demand. Thus, this project is to meet existing demand and will not, in and of itself, lead to growth inducing effects on the community or the environment. There will be no change to the population of the area or disruption to the community.</p> <p>Friedman Memorial Airport is a critical component of the local, state, and national transportation system. Ensuring adequate capacity is essential to the safe and efficient operation of the airport.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>When considered with other past, present, and reasonably foreseeable future projects, on or off airport property and regardless of funding source, would the proposed project result in a significant cumulative impact?</p> <p>Past projects considered for cumulative impacts include:</p> <ul style="list-style-type: none"> - Pavement maintenance including crack seal, seal coat, and markings (2009) - GA Apron and Hangar Area Reconfiguration and Improvements (2012) - Runway Safety Area Improvements Project Phase 1 and Phase 2 (2013 - 2015) <p>Reasonably foreseeable future projects considered for cumulative impacts include:</p> <ul style="list-style-type: none"> - Air Traffic Control Tower relocation - Parking Lot Improvements - Land Acquisition and New Apron and Hangar Construction <p>When considered independently and cumulatively, the effects of this project are estimated below the threshold of significance, as described by FAA Orders 1050.1F and 5050.4B; thus, further analysis is not needed.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Permits

List any permits required for the proposed project that have not been previously discussed. Provide details on the status of permits.

None required.

Environmental Commitments

List all measures and commitments made to avoid, minimize, mitigate, and compensate for impacts on the environment, which are needed for this project to qualify for a CATEX.

None.

Preparer Information**Point of Contact:** Dave Mitchell (T-O Engineers)**Address:** 2471 S. Titanium Place**City:** Meridian**State:** ID**ZIP code:** 83642**Phone Number:** 208-323-2288**Email Address:** dmitchell@to-engineers.com**Signature:** _____**Date:** _____**Airport Sponsor Information and Certification**

(may not be delegated to consultant)

Provide contact information for the designated sponsor point of contact and any other individuals requiring notification of the FAA decision.

Point of Contact: Rick Baird**Address:** 1616 Airport Way PO Box 929**City:** Hailey**State:** ID**ZIP code:** 83333**Phone Number:** 208-788-9003**Email Address:** rick@flyfma.com**Additional Name(s):****Additional Email Address(es):**

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s) and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

Signature: _____**Date:** _____

FAA Decision

Having reviewed the above information, certified by the responsible airport official, it is the FAA's decision that the proposed project (s) or development warrants environmental processing as indicated below.

- ☐ No further NEPA review required. Project is categorically excluded per (cite applicable 10501.E CATEX that applies)
- ☐ An Environmental Assessment (EA) is required.
- ☐ An Environmental Impact Statement (EIS) is required.
- ☐ The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project.

Name: _____ Title: _____
Responsible FAA Official

Signature: _____ Date: _____

List of Exhibits

Exhibit 1 – Apron Extension and Parking Reconfiguration

List of Appendices

Appendix A – National Register of Historic Places
Appendix B – Wilderness Areas
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Exhibit 1 – Apron Extension and Parking Reconfiguration





EXHIBIT: APRON EXTENSION AND PARKING
RECONFIGURATION



LEGEND
ROAD CONSTRUCTION
APRON CONSTRUCTION



2471 S. TITANIUM PLACE
MERIDIAN, IDAHO 83842-6703
PHONE: (208) 323-2288 FAX: (208) 323-2399
EFILE: DATE: December 2015 JOB: 150005

Appendix A – National Register of Historic Places



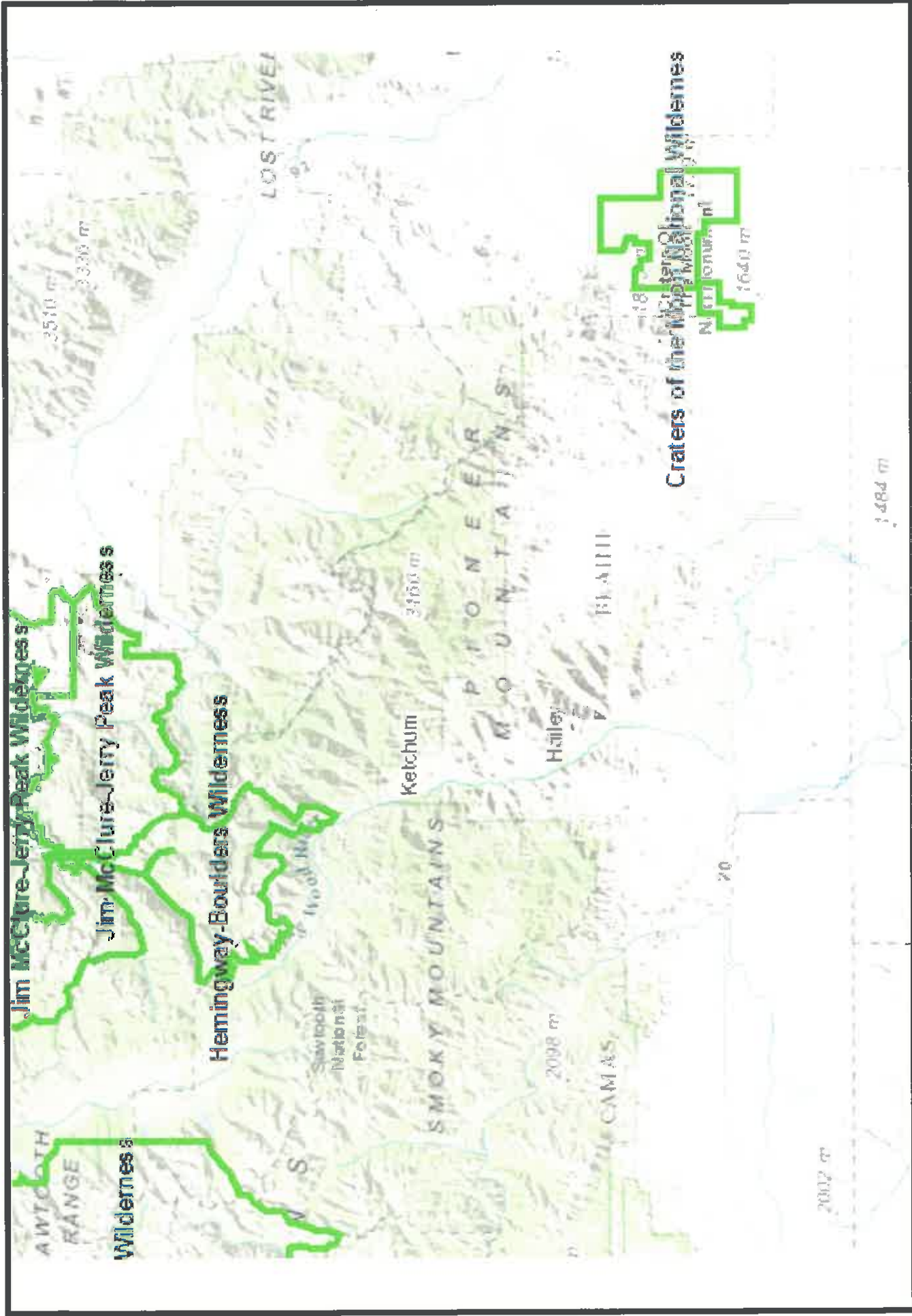


National Register of Historic Places

Source: National Park Service, Google Earth



Appendix B – Wilderness Areas



Appendix C – Endangered, Threatened, or Candidate Species

Group	Name	Population	Status	Lead Office	Recovery Plan Name	Recovery Plan Stage
Birds	Yellow-billed Cuckoo (Coccyzus)	Western U.S. DPS	Threatened	Sacramento Fish And Wildlife		
Conifers and Cycads	Whitebark pine (Pinus)		Candidate	Wyoming Ecological Services		
Fishes	Bull Trout (Salvelinus)	U.S.A., conterminous, lower 48	Threatened	Idaho Fish And Wildlife Office	Recovery Plan for the	Final
Mammals	Gray wolf (Canis lupus)	Northern Rocky Mountain DPS	Recovery	Office Of The Regional Director		
Mammals	Canada Lynx (Lynx canadensis)	Contiguous U.S. DPS	Threatened	Montana Ecological Services	Recovery Outline for the	Outline



Endangered, Threatened, or Candidate Species

Source: US Fish and Wildlife Service

Appendix D – Critical Habitat Report



T·O ENGINEERS

US Fish & Wildlife Service

IPaC Trust Resource Report



LOCATION

Blaine County, Idaho

IPAC LINK

<http://ecos.fws.gov/ipac/project/2U745-MYH7J-EKXDB-IM75Q-7EZZOU>



U.S. Fish & Wildlife Contact Information

Trust resources in this location are managed by:

Idaho Fish And Wildlife Office
1387 South Vinnell Way, Suite 368
Boise, ID 83709-1657
(208) 378-5243



Critical Habitat Report

Source: US Fish and Wildlife IPaC Report

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Endangered Species

Proposed, candidate, threatened, and endangered species are managed by the [Endangered Species Program](#) of the U.S. Fish & Wildlife Service.

This USFWS trust resource report is for informational purposes only and should not be used for planning or analyzing project level impacts.

For project evaluations that require FWS concurrence/review, please return to the IPaC website and request an official species list from the Regulatory Documents section.

[Section 7](#) of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency.

A letter from the local office and a species list which fulfills this requirement can only be obtained by requesting an official species list from the Regulatory Documents section in IPaC.

There are no endangered species in this location

Critical Habitats

There are no critical habitats in this location



Critical Habitat Report

Source: US Fish and Wildlife IPaC Report

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Migratory Birds

Birds are protected by the [Migratory Bird Treaty Act](#) and the [Bald and Golden Eagle Protection Act](#).

Any activity which results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish and Wildlife Service (1). There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

Any person or organization who plans or conducts activities that may result in the take of migratory birds is responsible for complying with the appropriate regulations and implementing appropriate conservation measures.

Additional information can be found using the following links:

- Birds of Conservation Concern
<http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Conservation measures for birds
<http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Year-round bird occurrence data
<http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/akn-histogram-tools.php>

The following species of migratory birds could potentially be affected by activities in this location:

Bald Eagle <i>Haliaeetus leucocephalus</i>	Bird of conservation concern
Season: Wintering https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B008	
Black Rosy-finch <i>Leucosticte atrata</i>	Bird of conservation concern
Year-round https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B014	
Brewer's Sparrow <i>Spizella breweri</i>	Bird of conservation concern
Season: Breeding https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HA	
Burrowing Owl <i>Athene cucularia</i>	Bird of conservation concern
Season: Breeding https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0NC	
Calliope Hummingbird <i>Stellula calliope</i>	Bird of conservation concern
Season: Breeding https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0K3	
Cassin's Finch <i>Carpodacus cassinii</i>	Bird of conservation concern
Year-round https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0J6	



Critical Habitat Report

Source: US Fish and Wildlife IPaC Report

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Ferruginous Hawk <i>Buteo regalis</i>	Bird of conservation concern
Year-round https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B06X	
Fox Sparrow <i>Passerella iliaca</i>	Bird of conservation concern
Season: Breeding	
Greater Sage-grouse <i>Centrocercus urophasianus</i>	Bird of conservation concern
Year-round https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B06W	
Green-tailed Towhee <i>Pipilo chlorurus</i>	Bird of conservation concern
Season: Breeding https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0IQ	
Lewis's Woodpecker <i>Melanerpes lewis</i>	Bird of conservation concern
Season: Breeding https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HQ	
Loggerhead Shrike <i>Lanius ludovicianus</i>	Bird of conservation concern
Season: Breeding https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0FY	
Long-billed Curlew <i>Numenius americanus</i>	Bird of conservation concern
Season: Breeding https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B06S	
Rufous Hummingbird <i>selasphorus rufus</i>	Bird of conservation concern
Season: Breeding https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0E1	
Sage Thrasher <i>Oreoscoptes montanus</i>	Bird of conservation concern
Season: Breeding https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0ID	
Short-eared Owl <i>Asio flammeus</i>	Bird of conservation concern
Year-round https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HD	
Swainson's Hawk <i>Buteo swainsoni</i>	Bird of conservation concern
Season: Breeding https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B07Q	
Western Grebe <i>aechmophorus occidentalis</i>	Bird of conservation concern
Season: Breeding https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0EA	
Willow Flycatcher <i>Empidonax traillii</i>	Bird of conservation concern
Season: Breeding https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0F6	



Critical Habitat Report

Source: US Fish and Wildlife IPaC Report

Appendix D
Pg 4

Refuges

Any activity proposed on [National Wildlife Refuge](#) lands must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuges in this location



Critical Habitat Report

Source: *US Fish and Wildlife IPaC Report*

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Appendix E – Essential Fish Habitat

EFH Data Notice: Essential Fish Habitat (EFH) is defined by textual descriptions contained in the fishery management plans developed by the regional Fishery Management Councils. In most cases mapping data can not fully represent the complexity of the habitats that make up EFH. This report should be used for general interest queries only and should not be interpreted as a definitive evaluation of EFH at this location. A location-specific evaluation of EFH for any official purposes must be performed by a regional expert. Please refer to the following links for the appropriate regional resources.

[NMFS Northwest Regional Office](#)
[NMFS Southwest Regional Office](#)
[Pacific GIS Mapping Tool](#)
[NMFS Alaska Regional Office](#)

Query Results

Map Scale = 1:577,791

Degrees, Minutes, Seconds: Latitude = 43°30'20" N, Longitude = 115°41'47" W

Decimal Degrees: Latitude = 43.51, Longitude = -114.30

The query location intersects with spatial data representing EFH and/or HAPCs for the following species/management units.

HAPCs

No Habitat Areas of Particular Concern (HAPC) were identified at the report location.

EFH Areas Protected from Fishing

No EFH Areas Protected from Fishing (EFHA) were identified at the report location.

Spatial data does not currently exist for all the managed species in this area. The following is a list of species or management units for which there is no spatial data.

****For links to all EFH text descriptions see the complete data inventory:
[open data inventory -->](#)**

Pacific Coastal Pelagic Species,

Jack Mackerel,

Pacific (Chub) Mackerel,

Pacific Sardine,

Northern Anchovy - Central Subpopulation,

Northern Anchovy - Northern Subpopulation,

Pacific Highly Migratory Species,

Bigeye Thresher Shark - North Pacific,

Bluefin Tuna - Pacific,

Dolphinfish (Dorado or Mahimahi) - Pacific,

Pelagic Thresher Shark - North Pacific,

Swordfish - North Pacific,

West Coast Salmon,

All species and stocks



Essential Fish Habitat

Source: NOAA/NMFS Essential Fish Habitat Mapper

Appendix E

Appendix F – Soil Map





Map Unit Legend

Blake County Area, Idaho (ID680)			
Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
7	Balsam-Adamson complex, cool, 0 to 2 percent slopes	69.0	16.2%
8	Balsam-Adamson-Riverwash complex, 0 to 2 percent slopes	0.5	0.1%
20	Bruneel loam, 0 to 2 percent slopes	1.3	0.3%
42	Gimlett very gravelly sandy loam, 0 to 2 percent slopes	209.9	49.4%
51	Iskmet gravelly clay loam, 0 to 2 percent slopes	33.0	7.8%
66	Little Wood very gravelly loam, 0 to 2 percent slopes	111.2	26.2%
Totals for Area of Interest		424.9	100.0%

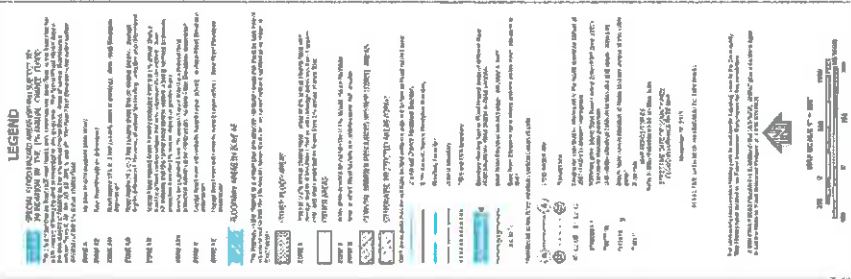


Soil Map

Source: USDA/NRCS Soil Report

Appendix F

Appendix G – Flood Map

[illegible][illegible]

Appendix H –Wetlands Map



U.S. Fish and Wildlife Service

National Wetlands Inventory

Apron Extension

Dec 23, 2015

Wetlands

- Freshwater Emergent
- Freshwater Forested/Shrub
- Estuarine and Marine Deepwater
- Estuarine and Marine
- Freshwater Pond
- Lake
- Riverine
- Other



This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or correctness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on this Wetlands Mapper web site.

User Remarks:

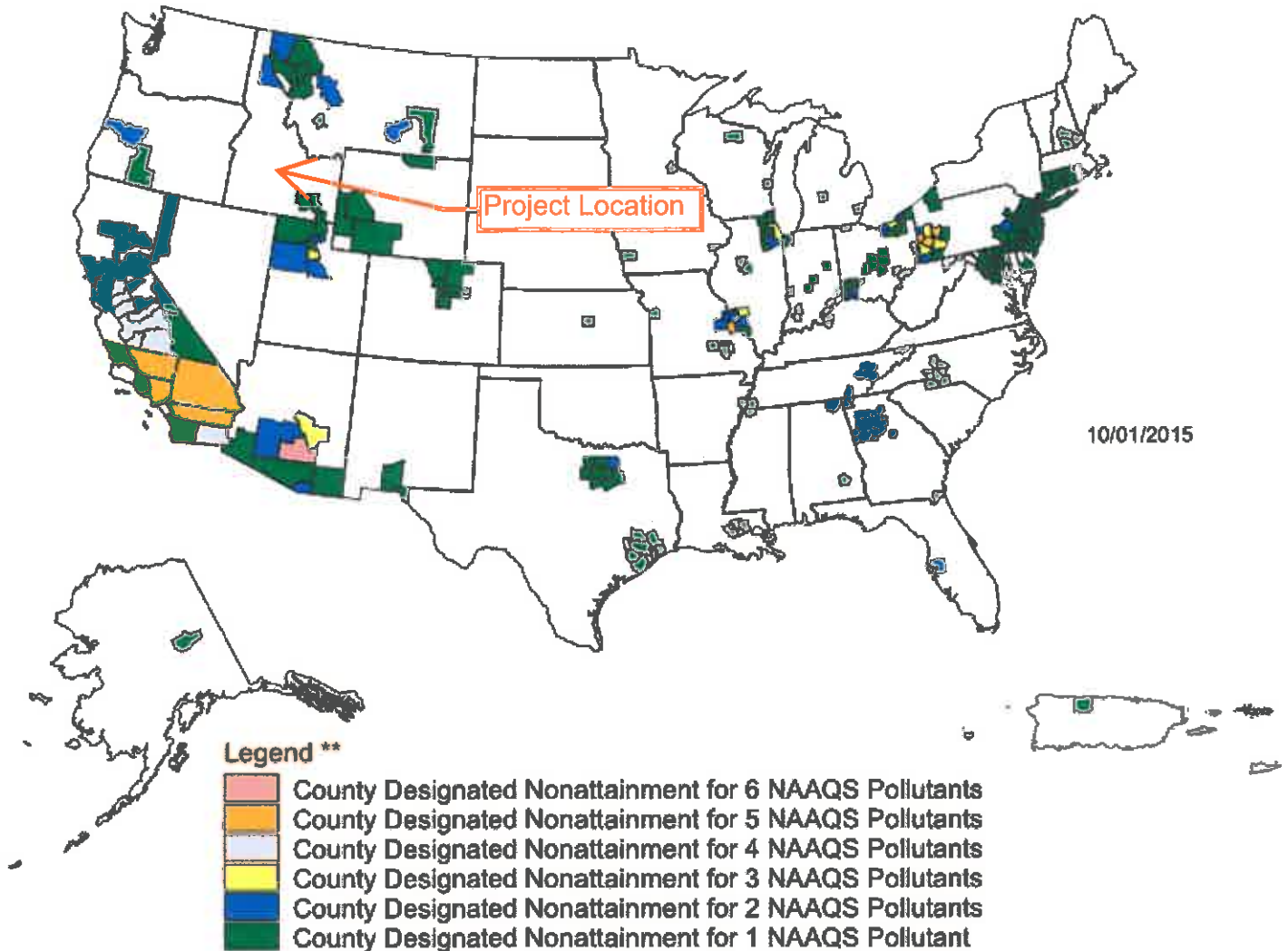


Wetlands Map
Source: US FWS Wetland Mapper

Appendix I – National Nonattainment Area Map

Counties Designated "Nonattainment"

for Clean Air Act's National Ambient Air Quality Standards (NAAQS) *



Guam - Piti and Tanguisson Counties are designated nonattainment for the SO₂ NAAQS

* The National Ambient Air Quality Standards (NAAQS) are health standards for Carbon Monoxide, Lead (1978 and 2008), Nitrogen Dioxide, 8-hour Ozone (2008), Particulate Matter (PM-10 and PM-2.5 (1997, 2006 and 2012), and Sulfur Dioxide.(1971 and 2010)

** Included in the counts are counties designated for NAAQS and revised NAAQS pollutants. Revoked 1-hour (1979) and 8-hour Ozone (1997) are excluded. Partial counties, those with part of the county designated nonattainment and part attainment, are shown as full counties on the map.



National Nonattainment Area Map

Source: US EPA

Appendix I

Appendix J – November 3, 2015 Board Meeting Minutes



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

**November 3, 2015
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chairman – Ron Fairfax, Vice-Chairman – Don Keim, Board – Lawrence Schoen, Fritz Haemmerle, Jacob Greenberg, Angenie McCleary, Pat Cooley
FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Rick Baird, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Administrative Assistant/Alternate Security Coordinator – Roberta Christensen, Administrative Assistant – Cecilia Vega
CONSULTANTS: T-O Engineers – Dave Mitchell
AIRPORT TENANTS/PUBLIC: FSVA – Carol Waller, FHR – Marc Reinemann; Atlantic Aviation – Brian Blackburn, Susan Harris, Jim Hicks; SVED – Harry Griffith; BCPA – Tom Lenze; ATCT – George White; Bellevue City Council – James Stireman, Craig Wolfrom; Peter Lobb, Michelle Griffith, Grace Abel, Mark Abel, Bill Rae, Evan Stelma, Eric Seder, Dennis Keierleber, Kim Johnson, Helen Stone, Ben Schepp, Tom Teitge, Maurice Miller, Rob Lonning, Colleen Pace, Len Harlig, Baird Gourlay, Pamela Plowman, E. Jeffery
AIRPORT LEGAL COUNSEL: Lawson Laski Clark & Pogue, PLLC – Jim Laski
PRESS: Idaho Mountain Express – Ryan Thorne

CALL TO ORDER:

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

I. APPROVE AGENDA

The agenda was approved with the following changes:

III. AIRPORT STAFF BRIEF

- A. F.** Employee of the 1st Quarter, 2015
- B. G.** Employee of the 2nd Quarter, 2015

VI. ~~V.~~ AIRPORT STAFF BRIEF

- C. A.** Noise Complaints
- D. B.** Parking Lot Update
- E. G.** Profit & Loss, ATCT Traffic Operations Count and Enplanement Data
- F. D.** Review Correspondence
- G. E.** Airport Commercial Flight Interruptions
- ~~F.~~ Employee of the 1st Quarter, 2015
- ~~G.~~ Employee of the 2nd Quarter, 2015

MOTION:

Made by Vice-Chairman Keim to move the Employee of the 1st and 2nd Quarter agenda items after Item II. Public Comment. Seconded by Board Member Greenberg.

PASSED UNANIMOUSLY

II. PUBLIC COMMENT

Halley resident Peter Lobb commented that the FMAA needs to understand that jets flying over Halley residents is a huge problem and the citizens of Halley and Bellevue should not have to pay the price for economic development in the Wood River Valley.

Halley resident Colleen Pace commented that there seems to have been an increase in landings from the north and she believes this has had an impact on the value of her and her husband's real estate investments.

Hailey resident Mark Gable commented that in the last three years, airport traffic over Hailey has significantly increased and in his opinion the Airport is ruining two nice little towns.

Bellevue resident Craig Wolfrom commented that he would like to know more about written correspondence between Airport Manager Baird and Idaho Congressman Mike Simpson regarding Airport Manager Baird's concern about the proposal to establish a non-profit corporation that would take over air traffic control operations from the FAA.

Hailey resident Kim Johnson commented that air traffic over old Hailey has significantly increased in the last few years and asked why this has changed and what caused such a drastic change.

Bellevue resident and former Horizon Air employee Margaret Youdall commented that noise from non-commercial aircraft over Bellevue has also significantly increased.

Hailey resident Helen Stone commented that residents of Jackson Hole, Wyoming have not complained of their property values going down, because their airport is located out of town.

III. AIRPORT STAFF BRIEF

A. ~~F.~~ Employee of the 1st Quarter, 2015 (See Brief)

Airport Manager Baird presented Atlantic Aviation employee Jim Hicks as the Employee of the 1st Quarter for 2015. He congratulated Mr. Hicks and thanked him for all the hard work he does for the Airport.

B. ~~G.~~ Employee of the 2nd Quarter, 2015 (See Brief)

Airport Manager Baird presented Atlantic Aviation employee Dean Miller as the Employee of the 2nd Quarter for 2015. He congratulated Mr. Miller and thanked him for all the hard work he does for the Airport.

IV. ~~III.~~ APPROVE FMAA MEETING MINUTES

A. October 13, 2015 Regular Meeting (See Brief)

The October 13, 2015 Friedman Memorial Airport Authority Meeting Minutes were not approved as presented and were deferred for approval until the December meeting so further edits could be submitted by the Board.

V. ~~IV.~~ REPORTS

A. Chairman Report

No report was given.

B. Blaine County Report

Board Member Greenberg reported that the Blaine County Commissioners met with Airport Manager Baird today to suggest several non-substantial changes to Chapter D of the Master Plan Update.

C. City of Hailey Report

Board Member Haemmerle reported that over the next several months, as the Board advances through the master planning process, the County representatives will hear about the impacts the Airport has on Hailey residents and encouraged the Board to listen.

D. Airport Manager Report

Airport Manager Baird reported on the following:

- His recent trip to Chicago with members of Sun Valley Company and Fly Sun Valley Alliance to meet with United Airlines.
- Due to the inclement weather that occurred today, the Airport was closed from 11am to 6:00pm.

VI. ~~V.~~ AIRPORT STAFF BRIEF

~~C.~~ A. Noise Complaints (See Brief)

~~D.~~ B. Parking Lot Update (See Brief)

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

~~F.~~ D. Review Correspondence (See Brief)

Board Member Schoen asked why Delta Airlines decided to no longer be a part of the airline association, A4A.

Airport Manager Baird commented that Delta Airlines did not agree with a few key industry positions that A4A supports and therefore withdrew their participation from the association.

~~G.~~ E. Airport Commercial Flight Interruptions (See Brief)

~~F.~~ Employee of the 1st Quarter, 2015 (See Brief)

~~G.~~ Employee of the 2nd Quarter, 2015 (See Brief)

VII. ~~VI.~~ UNFINISHED BUSINESS

A. Airport Solutions

1. Existing Site

a. Plan to Meet 2015 Congressional Safety Area Requirement

I. Project 3 Terminal Reconfiguration (See Brief & Power Point Presentation)

Engineer Mitchell updated the Board on the current status of Project 3 of the RSA Improvements Project.

II. Project 4 Airport Operations Building (See Brief & Power Point Presentation)

Engineer Mitchell updated the Board on the completion of Project 4 of the RSA Improvements Project.

III. Project 6 Relocate Taxiway B/Remove Taxiway A/North Apron (See Brief & Power Point Presentation)

Engineer Mitchell updated the Board on the completion of Project 6 of the RSA Improvements Project.

iv. Project 7 Demolish ARFF/SRE and Administration Buildings and Construct Central Bypass Taxiway (See Brief & Power Point Presentation)

Engineer Mitchell updated the Board on the completion of Project 7 of the RSA Improvements Project.

v. Future Projects (See Brief & Power Point Presentation)

Engineer Mitchell updated the Board on the current status of the following projects of the RSA Improvements Project:

- Parking Lot Improvements
- Additional Air Carrier Parking
- Airline Ticketing Office Improvements

b. Retain/Improve/Develop Air Service

i. Fly Sun Valley Alliance Update

Fly Sun Valley Alliance representative Carol Waller reported on the following:

- Airport Manager Baird, FSVA, and Sun Valley Company traveled to Chicago to meet with United Airlines to discuss next summer's level of service as well as future service.
- Winter bussing services started as of November 1st and the diversion bussing service has been enhanced this year due to efforts from the airlines, Sun Valley Express Bussing Company, and FSVA.
- Reports from the Summer/Fall Air Passenger Survey results are expected sometime in December or January.
- Numbers for winter flight bookings look promising.

Board Member Schoen commented that it is positive to have consistent winter airline flight schedules for the four major markets of Los Angeles, San Francisco, Denver, and Seattle. This helps people to understand what services are offered at the Airport and is an improvement over the inconsistency that usually comes with seasonal service. He commended FSVA for working exceptionally hard and doing a fantastic job, mostly as volunteers, to provide this consistency and build a stronger commercial service market for the Airport.

Board Member Schoen asked when Delta decreased their daily flights to Salt Lake City from three to two.

Ms. Waller answered that the initial decrease in flights occurred when the CRJ 700 started operations at the Airport and Delta decreased the frequency of the 3rd flight this summer due to equipment issues and constraints; however, Delta may bring the 3rd flight into their schedule more frequently in the future.

Board Member Haemmerle commented that he would be interested to know how many people from the south Idaho counties travel to Hailey to fly out of FMA rather than the airport in Twin Falls. He commented that if southern county residents are increasing demand for the new direct flights offered in Sun Valley by traveling through FMA, it would suggest that a regional airport could be a viable long-term solution.

Ms. Waller commented that information pertaining to Board Member Haemmerle's comment will be presented during their Summer/Fall Air Passenger Survey results presentation in December or January.

Airport Manager Baird added that Airport Air Service Consultant Ron McNeill will be at the December meeting to answer the Board's questions regarding air service as well.

B. Master Plan Update (See Brief & Power Point Presentation)

Engineer Mitchell presented the Master Plan Update (MPU) Chapter E, *Siting Evaluation for Replacement Airport* to the Board.

Chairman Fairfax asked if a weather analysis has been conducted on the proposed replacement airport sites in order to assess reliability.

Engineer Mitchell answered that the consultant team plans to include a weather analysis and reliability assessment for the proposed replacement airport sites.

The Board clarified and reviewed the process and schedule for Board review and comment on Chapter E of the MPU.

Board Member Cooley asked why a red-line version of Chapter E will be distributed in the December packet if the Board and public will not be commenting on the document until January.

Chairman Fairfax answered that the red-line version of Chapter E that will be in the December packet will only consist of minor clarification and grammatical edits the consultant team would like to make.

Chairman Fairfax opened the discussion for public comment.

Grace Abel asked where the land is located that Bruce Willis was going to donate.

Chairman Fairfax answered that Bruce Willis had offered to donate land in Camas County.

Dick Fenton asked what criteria for site selection are open for further discussion and if the Board has identified specific criteria for identifying a replacement airport site.

Chairman Fairfax answered that the Board will not be discussing reevaluation of the criteria for site selection until the January Board meeting in order to allow the Board and public ample time to review Chapter E of the MPU.

Board Member Schoen commented that it seems counterproductive to wait to discuss the basic criteria for site selection when the information to discuss it is currently available.

Dick Fenton commented that it was not clear in Chapter E of the MPU what the underlying assumptions are for the evolution of navigational aids and asked if this could be clarified in the document.

Kim Johnson asked if Chapter E of the MPU will be available on the Airport's website.

Chairman Fairfax answered that Chapter E of the MPU will be available on the Airport's website.

Board Member Haemmerle commented that the master plan is a good time to start the review and comment process for Chapter E of the MPU; however, it should not be the only time the Board and public have to comment or suggest revisions to the document. He commented that the replacement airport is not estimated to become a reality for 20 years so the Board has plenty of time to develop Chapter E.

The Board discussed the schedule for Board review and comment on the red-line version of Chapter D of the MPU.

Board Member McCleary asked if the minor edits to Chapter D recently submitted by the County could be available for public review prior to next month's meeting.

Chairman Fairfax commented that any further minor edits submitted by either the City or County can be incorporated in a modified version of Chapter D and distributed before the December meeting.

Board Member Schoen commented that the edits recently submitted by the County should be discussed in the December meeting as some edits are minor and in his opinion some are not.

Dick Fenton asked that any modification to the red-line version of Chapter E also be available for public review prior to the December meeting and encouraged the Board to review the Master Plan frequently in the future in order to keep the document up-to-date.

C. Communication Director Selection Process (See Brief & Power Point Presentation)

Chairman Fairfax briefed the Board that after interviewing 3 of the 5 marketing consultant firms that submitted proposals in October, the Communications Director Selection Committee is recommending the selection of the firm Centerlyne as the Airport's Communications & Marketing Director. He commented that while all the firms were well qualified for the position, Centerlyne showed a strong relationship with the community and a personality that blended well with Airport Staff and Board.

Board Member Schoen commented that all three firms were excellent candidates for the position and the Board could have worked successfully with any of the three firms.

MOTION:

Made by Board Member Schoen to authorize Airport Manager Baird and Airport Staff to proceed with negotiating a contract for services for communication services as outlined in the Request for Proposals with Centerlyne. Seconded by Board Member Haemmerle.

PASSED UNANIMOUSLY

VIII. VII. NEW BUSINESS

A. Voluntary Noise Abatement Program Review (See Brief & Power Point Presentation)

Airport Manager Baird presented the Board with a recommended list of representatives to appoint to the Voluntary Noise Abatement Committee and asked for Board input.

Board Member Schoen asked if the proposed committee will be reevaluating the

Voluntary Noise Abatement Program currently in place as well as a Runway Use Program.

Board Member Haemmerle answered that it was agreed that the committee would evaluate both the Voluntary Noise Abatement Program and Runway Use Program together.

Airport Manager Baird commented that his initial goal is to educate the committee about the two programs, aviation rules and regulations, and how the program currently works then ask the committee to discuss ways to improve the current program in place and develop a recommendation to the Board on how to pursue it.

Board Member Schoen asked if the "Voluntary Noise Abatement Committee" is an appropriate title if the committee will be discussing other subjects other than noise abatement.

The Board discussed Board Member Schoen's question and agreed that the name of the committee can be decided when it meets.

Board Member Haemmerle asked why three general aviation representatives were needed to serve on the committee.

Airport Manager Baird commented that in past noise abatement committee processes one pilot was asked to be a representative from each general aviation category of small, private, and corporate.

Peter Lobb suggested that an elected official from Bellevue serve on the committee as Bellevue has the most to gain or lose in this process.

The Board agreed that Bellevue should be represented on the committee and directed Staff to contact the City of Bellevue and ask them to nominate a representative to the committee.

IX. ~~VIII.~~ PUBLIC COMMENT

No public comment was made.

X. ADJOURNMENT

The November 3, 2015 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 7:19 p.m.



Lawrence Schoen, Secretary

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

**Friedman Memorial Airport Authority
Record Classification and Retention Policy**

Friedman Memorial Airport Authority (FMAA) records shall be classified and retained in the following manner:

- I. **"Permanent records"** shall consist of:
 - (a) Adopted meeting minutes of the FMAA. This includes documents commonly referred to as "Board packets" that are related to the subject matter and conduct of FMAA meetings. These documents include the meeting agenda, a briefing prepared by Airport staff and supporting documents;
 - (b) Resolutions and Regulations;
 - (c) Fiscal year-end financial reports prepared by independent auditors;
 - (d) Records affecting the title to real property or liens thereon;
 - (e) Federal and State Contracts/Agreements as required by applicable statutes; and
 - (f) Other documents or records as may be deemed of permanent nature by the FMAA.

Permanent records shall be retained by the FMAA in perpetuity, or may be transferred to the Idaho State Historical Society's permanent records repository upon motion by the FMAA.

2. **"Semi-permanent records"** shall consist of:
 - (a) Records related to the bookkeeping and accounting functions related to the operation of the Airport to include but not be limited to, budget Records, bank statements, accounts payable receipts, accounts receivable invoices, deposit records, payroll records and any other reports or records generated by the Airport's computer software accounting program. In no event shall financial records be destroyed until completion of the FMAA's annual financial audit;
 - (b) Tenant Agreements to include but not be limited to, ground lease and building leases;
 - (c) Documents that have been officially recorded;
 - (d) Service and maintenance agreements;
 - (e) Security related records including Airport access applications and related Records including criminal history background checks;
 - (f) Contractor selection and contract documents;
 - (g) Consultant selection and contract documents;
 - (h) Airport specific Federal regulating documents including Emergency Operating Procedures (EOP) and Airport Security Plan (ASP);
 - (i) Insurance Policies;
 - (j) Correspondence; and
 - (k) Electronic mail.

Semi-permanent records shall be retained for no less than five (5) years after the issuance or completion of the matter contained within the record.

3. **"Temporary records"** shall consist of:
 - (a) Federal regulating documents that have been updated or replaced; and
 - (b) Other documents or records deemed of temporary nature by the FMAA.

Temporary records shall be retained for no less than two (2) years.

Retention of FMAA records using photographic or digital media.

- A. Airport documents may be reproduced and retained in a photographic, digital or other non-paper medium. The medium in which a document is retained shall accurately reproduce the document in paper form during the period for which the document must be retained and shall preclude unauthorized alteration of the document.
 - B. If the medium chosen for retention is digital, the medium must provide for reproduction on paper at a resolution of at least two hundred (200) dots per inch.
 - C. If the medium chosen for retention is photographic, all film must meet quality standards of the American National Standards Institute (ANSI).
 - D. A document retained by the FMAA in any form or medium permitted under this section shall be deemed an original public record for all purposes. A reproduction or a copy of such a document, certified by an appropriate person, shall be admissible before any court or administrative hearing.
 - E. Once a paper document is retained in a non-paper medium as authorized by this section, the original paper document may be disposed of or returned to the sender, except in the case of "permanent" records, as defined in paragraph 1 above.
 - F. Whenever any record is reproduced by photographic or digital process as herein provided, it shall be made in duplicate, and the custodian thereof shall place (1) one copy in a fire-resistant vault, or off-site storage facility and shall maintain suitable equipment for displaying such record at not less than original size and for making copies of the record.
 - G. Records not included in this policy shall be classified as permanent, semi-permanent or temporary by the FMAA with the advice of the Airport's legal counsel.
4. Custodian of Records shall be the Airport Manager.
5. All paper records shall be retained at the FMAA administrative offices, unless otherwise indicated herein.