

**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, April 9, 2013 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
April 9, 2013**

- I. APPROVE AGENDA**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. March 12, 2013 Regular Meeting – Attachment #1 ACTION
 - B. March 21, 2013 Special Meeting – Attachment #2 ACTION
 - C. March 27, 2013 Special Meeting – Attachment #3 ACTION
- IV. REPORTS**
 - A. Chairman Report DISCUSSION
 - B. Blaine County Report DISCUSSION
 - C. City of Hailey Report DISCUSSION
 - D. Airport Manager Report DISCUSSION
 - E. Communication Director Report DISCUSSION
 - 1. Coffee Talk DISCUSSION
 - 2. Airport Tour DISCUSSION
- V. AIRPORT STAFF BRIEF (5 Minutes Allotted)**
 - A. Noise Complaints
 - B. Parking Lot Update
 - C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – Attachments #4 - #6
 - D. Review Correspondence – Attachment #7
 - E. Fly Sun Valley Alliance Update – Attachments #8, #9
 - F. Airport Weather Interruptions
 - G. Operations Brief
- VI. UNFINISHED BUSINESS**
 - A. Airport Solutions
 - 1. Existing Site
 - a. Plan to Meet 2015 Congressional Safety Area Requirement – Attachment #10 DISCUSS/DIRECT/ACTION
 - b. Instrument Procedures Feasibility Study – Attachment #11 DISCUSS/DIRECT/ACTION
 - c. Retain/Improve/Develop Air Service DISCUSS/DIRECT
 - 1. Fly Sun Valley Alliance Report
 - 2. Airport Relocation
 - a. EIS Termination – Attachment #12 DISCUSSION
 - B. Hailey Tower Closure – Attachments #13 - #15 DISCUSS/DIRECT/ACTION
 - C. Auto Rental Concession Lease DISCUSSION
- VII. NEW BUSINESS**
 - A. Maximum Takeoff Weight DISCUSS/DIRECT
- VIII. PUBLIC COMMENT**
- IX. EXECUTIVE SESSION – I.C. §67- 2345 (1)(f)**
- X. ADJOURNMENT**

IV. 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. Communications Director Report

1. Coffee Talk

BOARD ACTION: 1. Discussion

2. Airport Tour

BOARD ACTION: 1. Discussion

V. AIRPORT STAFF BRIEF

A. Noise Complaints:

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
Bellevue (2 calls)	3/24	5:15 am	Jet	Early departure	Ops Chief spoke with pilot. Pilot advised passengers that the airport had a Vol. Noise Program and would prefer a delayed departure till 6:00am. Passengers were unable to comply. Ops chief left msgs for both callers and sent a letter to the aircraft owner.

B. Parking Lot Update

The Car Park Gross/Net Revenues

Month	FY 2011 Gross	FY 2011 Net	FY 2012 Gross	FY 2012 Net	FY 2013 Gross	FY 2013 Net
February	\$16,701.72	\$7,511.38	\$16,508.00	\$7,073.97	\$17,062.00	\$7,514.58

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

Attachment #4 is Friedman Memorial Airport Profit & Loss Budget vs. Actual.
Attachment #5 is 2001 - 2012 ATCT Traffic Operations data comparison by month.
Attachment #6 is 2012 Enplanement, Deplanement and Seat Occupancy data. The following revenue and expense analysis is provided for Board information and review:

January 2012/2013

Total Non-Federal Revenue	January, 2013	\$237,321.03
Total Non-Federal Revenue	January, 2012	\$198,160.51
Total Non-Federal Revenue	FY '13 thru January	\$740,233.16
Total Non-Federal Revenue	FY '12 thru January	\$662,920.46
Total Non-Federal Expenses	January, 2013	\$176,121.45
Total Non-Federal Expenses	January, 2012	\$179,405.81
Total Non-Federal Expenses	FY '13 thru January	\$730,002.98
Total Non-Federal Expenses	FY '12 thru January	\$741,887.25
Net Income to include Federal Programs	FY '13 thru January	\$-276,331.28
Net Income to include Federal Programs	FY '12 thru January	\$-206,342.10

D. Review Correspondence - Attachment #7

Attachment #7 is information included for Board review.

E. Fly Sun Valley Alliance Update – Attachments #8, #9

Attachment #8 is the February 21, 2013 Fly Sun Valley Alliance Meeting Minutes.
Attachment #9 is the March 21, 2013 Fly Sun Valley Alliance Meeting Agenda.

F. Airport Weather Interruptions

March, 2013		
	Flight Cancellations	Flight Diversions
Horizon Air	0	1
SkyWest	10 (5wx)	26

G. Operations Brief

March has been busy for the Airport Ops/ARFF staff. Besides transitioning the airfield and equipment out of winter, we underwent our annual FAR 139 Airport Inspection. The results of the inspection were in our opinion, superb. The only discrepancies noted were the need for a few administrative updates in our Airport Certification Manual and Wildlife Hazard Management Plan.

We also conducted our FAA-mandated, Annual Table Top Exercise/Review of the Airport Emergency Plan on March 20. The exercise was well-attended by emergency managers from throughout the valley and served as a platform for much constructive discussion and planning.

Finally, the Ops/ARFF traveled to Salt Lake City on two separate occasions (March 6 & 27) for FAA-mandated, Annual Live Fire Training and Re-Certification.

In the FY '13 Budget, the Board approved the purchase of a "mini-truck". Staff believes that the economy achieved by implementing this piece of equipment in every day Ops use, will realize significant savings in fuel (40 mpg) and vehicle wear and tear (maintenance) compared to our larger trucks. The larger trucks will be used more sparingly to economize fuel, maintenance and life span. They are most critical during winter months. Accordingly, Staff, after conducting an RFP process, has acquired a 2009 Suzuki mini truck with approximately 15K miles for \$13,550. \$13K was budgeted. The additional cost was associated with repainting the vehicle from camo to white.

VI. UNFINISHED BUSINESS

A. Airport Solutions

1. Existing Site

a. Plan to Meet 2015 Congressional Safety Area Requirement – Attachment #10

Formulation Services

The negotiation process for these services is complete, with a final fee of \$666,575.00. As of this writing, we are awaiting final approval from the FAA, then the Work Order will be executed with T-O. While negotiations were underway, some initial work has begun, mainly the collection of survey data so that analysis can efficiently move forward once the Work Order has been executed.

Modifications of Standards

Some progress has been made on the Modifications of Standards process during this month. FAA Headquarters has reviewed the documents and has provided feedback. Four of five MOS's, four out of the five MOS's (Parallel Taxiway OFA Width, Runway OFA Width, Runway Safety Area Grading and Runway-Aircraft Parking), were acceptable, without any major objections.

MOS #1, Runway To Parallel Taxiway Separation, however, generated a response from Headquarters that indicates they will only approve this MOS with significant operational restrictions in place. These operational restrictions would essentially require the parallel taxiway (even at 320' separation) to be sterilized any time a Design Group III aircraft were to land or takeoff on the runway. In the opinion of Staff and Consultants, this would be unworkable most of the time.

This was discussed with FAA personnel at the Helena ADO, who are still supportive of the MOS, as submitted. Based on that conversation, a white paper was prepared, providing further justification for the proposed MOS. The draft white paper is included as Attachment #10. Dave Mitchell of T-O will be at the meeting to discuss this issue and answer any questions the Board may have.

BOARD ACTION: DISCUSS/DIRECT/ACTION

b. Instrument Procedures Feasibility Study – Attachment #11

A draft report was delivered to T-O Engineers in late March and forwarded to Staff for review and comment. After initial review, some revisions were made and a draft of the report is available for Board review as Attachment #11. As was previously reported, the study team analyzed potential approach procedure improvement options. The team looked at potential solutions using conventional (e.g. ILS or Localizer Directional Aid) and/or GPS (NEXTGEN) NAVAIDS.

Based on the analysis, the study team believes improvements to approach procedures can be made with the installation of conventional, ground based NAVAID equipment providing for a new offset ILS/LDA approach as well as making modifications to existing approaches, including GPS-based approaches. Analysis indicates improvements down from 1800' to 1400' ceilings and 3 mile visibility minimums may be possible for "public" approaches depending on climb gradients, based on aircraft performance capabilities.

It is likely that the costs for installation and maintenance of any new ground based NAVAIDs for the ILS/LDA will be the responsibility of FMAA, however further discussion with FAA is warranted, based on study findings. Further refinement of the study finding is also recommended as part of a new Master Plan.

Chris Pomeroy of T-O Engineers will attend the meeting to present the findings of the report and answer any questions the Board may have.

BOARD ACTION: DISCUSS/DIRECT/ACTION

c. Retain/Improve/Develop Air Service

1. Fly Sun Valley Alliance Report

BOARD ACTION: DISCUSS/DIRECT

2. Airport Relocation

a. EIS Termination – Attachment #12

Last month, the Board authorized a request that the FAA terminate the suspended Replacement Airport EIS. Attachment #12 is the letter forwarded to the FAA by the Authority and an associated e-mail thread. Next steps in the process have not yet been received. AIP '03 has been closed and AIP '04 is still open with significant money left for the FAA to recover.

BOARD ACTION: DISCUSSION

B. Hailey Tower Closure – Attachments #13 - #15

Airport Staff would like to thank all who are working to save Hailey Tower, other towers in the State of Idaho and federal contract towers nationwide. Attachment #13 is material included for Board review. It is not comprehensive, but demonstrates support for federal funding of Hailey Tower.

On March 5th, the FAA gave FMA notification of intent to cease funding Hailey Tower. An initial appeal letter was forwarded to the FAA March 10th. An appeal supplemental letter was forwarded to the FAA March 13th. On, March 22nd the FAA notified Airports with Contract Towers by mass e-mail (Subject: **Contract Tower Decision Update**) stating that the FAA would begin a four-week, phased closure of 149 federal contract towers beginning on April 7th. Hailey Tower is on the list of 149 closures. On March 25, Kaplan Kirsch Rockwell, on behalf of the Friedman Memorial Airport Authority, requested that the agency stay its decision to close the federal contract air traffic control tower at the Friedman Memorial Airport. On March 27th FMA received an e-mail from the FAA with Contract Tower Closure Guidance and a list of 149 Federal Contract Towers (FCTs) with the dates of funding cessation. The FAA will cease funding Hailey Tower May 5th. Attachment #14 includes written documentation in chronological order, related to the above activity.

In addition to the above activity, the FMAA Board held two Special Meetings. The first Special Meeting was held March 21st and the second Special Meeting was held March 27th. Both meetings were held under the Emergency Meeting Notice provisions of Idaho Open Meeting Statutes. During the March 21st Special Meeting Airport Staff was given guidance to begin researching the financial implications of FMAA funding a non-federal contract tower. During the March 27th Special Board

meeting, Airport Staff provided preliminary research regarding FMAA funding the tower operation. The Board also authorized litigation in an attempt to stay the FAA's order to close 149 FCTs. Attachment #15 is a copy of the Petition for Review that was filed on March 29th in the U.S. Court of Appeals for the Ninth Circuit by the Friedman Memorial Airport Authority against FAA Administrator Michael Huerta.

Airport Staff directs attention to Contract Tower Closure Information provided by the FAA (Attachment #13). This is a formidable list of tasks associated with a tower closure and will take considerable time to complete. Most of the list must be completed prior to May 5th. In addition to the list of tasks, a significant community and pilot training program needs to begin immediately if the Board chooses not to fund Hailey tower as a Non Federal Contract Tower (NFCT.) Mr. Jim Perkins, Mr. Bob Stevens and Mr. John Strauss have all offered to help with pilot training.

At this point, it appears that the Board has three options. 1) Let the tower close on May 5th; 2) Agree to fund the tower temporarily and/or 3) Initiate in-depth review of the operational and budgetary considerations associated with an NFCT. Airport Staff recommends that funding the tower at least on a temporary basis, is imperative at this time. The tower operation is a safety net that should remain in place while the Board's litigation progresses and as Congress works through sequestration and other national budget issues. Aviation professionals with whom Staff has had contact urge the Board to fund the tower while this issues is vetted. All calls that Staff has received from the traveling public indicate that the tower is important to travel plans and all contact with local business indicates that a non-towered operation would cause significant economic concerns.

SkyWest and Alaska/Horizon have both indicated that they will operate at a non-towered airfield. That said, both have expressed concerns regarding delays, cancellations and diversions that will be more frequent and extensive, should the tower close. Another issue of concern is related to the operation of the Horizon Q400 aircraft and the future operation of the SkyWest CRJ700. As you know, the Q400 is provided a "sterile taxiway" when it uses the runway at FMA, for landing and takeoff operations. The CRJ700 will require the same measure when it begins providing service to the community. Right now, that sterile taxiway environment is a service the tower provides. The sterilization process is technically an FAA-approved modification of standard (MOS) and has been reviewed by a Safety Management System risk analysis process. If the tower closes another method of keeping the taxiway sterile during Q400 and CRJ700 operations must be developed. HQ FAA would be the approval authority for a new method and Staff anticipates that different lines of business in the FAA will require another risk assessment. Continued operation of these aircraft is not assured if the Tower closes.

Staff provided preliminary, estimated cost to fund the tower information during the March 27th Special Meeting. As you know, Staff found that funding the tower operation by working with the existing service provider should not have an impact on our insurance premiums as long as that provider offers the same level of insurance as provided today. The cost of funding the operation monthly is anticipated to be approximately \$45,000. Since some of the equipment in the tower is owned by the FAA, a reimbursable agreement for continued use of that equipment must be

negotiated. The FAA has promised that only cost, not overhead, will be inserted into the agreement.

FAA Administrator Michael Huerta, in a conference call conducted Tuesday, April 2, 2013, stated that the FAA is prepared to provide a tower contract for up to thirty (30) days to provide an airport sponsor more time to decide on the best direction for the local community as long as the local airport sponsor agrees to cover the costs of the tower controller services during the one (1) month period.

Staff will be prepared to discuss budget implications of funding decisions but cannot proceed much further without guidance.

BOARD ACTION: DIRECT/DISCUSS/ACTION

C. Auto Rental Concession Lease

Work on a possible Auto Rental Concession bid process during the month of March was sidelined as Staff worked on tower issues. A lease extension thru September 30, 2013 has been prepared and has been forwarded to the existing service providers.

BOARD ACTION: DISCUSSION

VII. NEW BUSINESS

A. Maximum Takeoff Weight

In response to changing aircraft technology of late (new aircraft introduced into the fleet operating at SUN) Staff, with the assistance of Legal Counsel, has submitted the following change to the FAA's Airport Facility Directory.

"Rwys 13/31 limited to acft not exceeding 95,000 lbs certificated mtow - dual wheel. Acft with published mtow exceeding 95,000 lbs must seek prior permission by submitting to arpt mgr a manufacturer's acft service change that installs a placard verifying acft is certificated for SUN with a mtow of 95,000 lbs/or less - dual wheel. Aircraft desiring to operate using actual weight in lieu of mtow need documentation and prior permission from arpt mgr at (208) 788-9003."

BOARD ACTION: DISCUSS/DIRECT

VIII. PUBLIC COMMENT

IX. EXECUTIVE SESSION - I.C. §67- 2345 (1)(f)

X. ADJOURNMENT

**MINUTES OF A REGULAR MEETING ATTACHMENT #1
OF THE
FRIEDMAN MEMORIAL AIRPORT AUTHORITY***

**March 12, 2013
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Vice-Chairman – Susan McBryant, Secretary – Lawrence Schoen, Board - Angenie McCleary, Ron Fairfax, Don Keirn, Fritz Haemmerle, Jacob Greenberg
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 Airport Security Coordinator – Roberta Christensen, Administrative Assistant/IT Systems Maintenance Coordinator - April Dieter, Administrative Assistant – Cecilia Vega
AIRPORT LEGAL COUNSEL: Luboviski, Wygle, Fallowfield & Ritzau – Barry Luboviski;
CONSULTANTS: T-O Engineers – Dave Mitchell; ANTICIPATE – Candice Pate
AIRPORT TENANTS/PUBLIC: Glass Cockpit Aviation – John Strauss; Avis – Peter Scheurmier; Enterprise – Justim Maddux; FSVA – Carol Waller; Atlantic Aviation – Michael Rasch; Sun Valley Board of Realtors – Bob Crosby; Baird Gourlay, Dori Tunney, Tom Drougas, Marc Reinemann, Jim Miller, Rob Cronin, Felicity Roberts, Paul Willis, Lew Gilchust, Evan Stelma, Donna Serrano, Blair Clark, Mimi Clark, Chuck Ferries, Bonnie Leighton, Christine Nibley, Stuart Nibley

CALL TO ORDER:

The meeting was called to order at 5:31 p.m. by Vice-Chairman McBryant.

I. APPROVE AGENDA

The agenda was amended with the following changes:

III. AIRPORT STAFF BRIEF

~~A.~~ H. Employee of the Quarter (See Brief)

VI. V. AIRPORT STAFF BRIEF (Cont.)

~~B.~~ A. Noise Complaints

~~C.~~ B. Parking Lot Update

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

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

~~F.~~ E. Fly Sun Valley Alliance Update (See Brief)

~~G.~~ F. Airport Weather Interruptions

~~H.~~ G. Administrative Brief

~~H.~~ Employee of the Quarter (See Brief)

V. PUBLIC COMMENT

MOTION:

Made by Board Member Fairfax to move the Employee of the Quarter agenda item under agenda item II. Public Comment. Seconded by Board Member Schoen.

PASSED UNANIMOUSLY

II. PUBLIC COMMENT

Sun Valley resident and pilot, Paul Willis, commented that as a taxpayer he does not want to spend a fortune on moving the Airport when it can function with the integration of new technologies at its current location. He stated that as aviation technology advances, landing approaches become safer. He commented that as a pilot who has flown into several ski resort airports, he recognizes that all ski resort airports face similar issues with

reliability and are all trying to find ways to improve reliability at their current locations as the airports for ski regions are viable to the communities they are located in.

Blair Clark, Hailey resident and local owner of Smith Optics, commented that the Airport is a vital part of his business and hopes the Board finds a solution that expands and increases the service to the Airport as well as mitigates the issues of noise, pollution, and other environmental impacts to the community. He commented that the unreliability of the Airport has recently deterred his sales representatives from utilizing the Airport.

III. AIRPORT STAFF BRIEF

A. H. Employee of the Quarter (See Brief)

Airport Manager Baird announced that April Dieter of Friedman Memorial Airport has been selected for Employee of the 1st Quarter for the calendar year 2013. He congratulated Ms. Dieter and thanked her for her efforts and service to the Wood River Valley.

Ms. Dieter thanked the Board and Airport Staff for their continuous support and encouragement as the Administrative Assistant/IT Systems Maintenance Coordinator for the Airport and thanked them both for allowing her to be a part of the FMA team.

IV. III. UNFINISHED BUSINESS

A. Airport Solutions

1. Vice-Chairman Report

Vice-Chairman McBryant reported that she has recently received several comments from the community regarding the increase of aircraft operations over Hailey. She reported that she has researched the concerns and found that the operations were due to wind factors. She also reported that the Airport is one of over 100 small airports that could be losing tower funding which would be a very serious problem for the Airport.

2. Blaine County Report

Board Member Schoen reported that the County is in the process of drafting a letter to Idaho's Congressional representatives as well as a draft joint memorial regarding the support of keeping the Airport Tower funded will be brought before the Idaho Legislator as well as Congressional representatives to be passed jointly by the House and Senate.

3. City of Hailey Report

Board Member Haemmerle reported that the City Council is hopeful that the issues that arose from the last Airport Board meeting can be resolved tonight.

4. Committee Report

No report was given.

5. Airport Manager Report (See Brief)

Airport Manager Baird reported that appeal letters have been forwarded to the FAA regarding their plan to close the Airport tower in April and Staff should receive a response and a finalized list of facility closures by March 18th.

Airport Manager Baird also reported that the Network USA conference was very beneficial and recommended that Airport representatives consider attending annually to benefit the Airport's route planning and networking with airlines.

Board Member McCleary thanked Airport Manager Baird for keeping the Board updated on the progress of the tower closure situation and correspondence with Idaho Legislature regarding the matter. She added that the Airport Staff and Board have also been communicating with community representatives and Sun Valley

Company.

Board Member Schoen asked what the FAA's process of reviewing the appeal letters will consist of and approximately when a decision will be made given the short timeline for closure.

Airport Manager Baird answered that no criteria has been established for review of the appeal letters and the FAA has proposed to have a finalized list of facility closures by March 18th.

6. Communications Director Report

a. Coffee Talks

Airport Manager Baird reported that the February Coffee Talk was only attended by one person however the conversation over coffee was interesting.

b. Airport Tour

Airport Manager Baird reported that no one signed up for the February Airport Tour, so it was cancelled.

7. Existing Site

a. Site Selection

Vice-Chairman McBryant asked the Board for a motion regarding site selection procedures.

MOTION:

Made by Board Member Keirn to approve commencement of formal discussions with FAA officials on moving forward with the site selection process for a relocated Blaine County Airport starting immediately following completion of the project formulation for Alternative 6 and to be completed on or about six months after initiation or October 1, 2013. Seconded by Board Member Haemmerle.

PASSED UNANIMOUSLY

Board Member Schoen asked if the Board would first complete the formulation project before commencement of a site selection study if the project formulation takes longer than six months to complete.

Board Member Haemmerle answered that the City understands that the project formulation of Alternative 6 needs to be completed first and the estimate of completing site selection by October 1 is more of a placeholder to begin discussion of site selection after completion of the project formulation. He suggested that if the project formulation is not completed within the estimated six months, the Board should discuss a new date for completion of the site selection study.

The Board agreed that it is the completion of the project formulation that should be the trigger for starting site selection conversations.

b. EIS Termination

Board Member McBryant asked Attorney Luboviski to brief the Board on his research findings regarding voting privileges for EIS termination.

Attorney Luboviski briefed the Board that interpreting the Joint Powers Agreement (JPA) has been difficult because the current circumstances have

changed significantly since the drafting of the Amended JPA. The Board can legally interpret the document however they choose appropriate, but he advised the Board to treat the EIS termination as a joint decision matter.

The Board agreed that in light of discussion with Legal Counsel, the EIS termination should be a joint decision matter. The Board also discussed future redrafting of the JPA to fit current circumstances.

MOTION: *Made by Board Member Fairfax to formally request to the FAA termination of the EIS and that the maximum retention of data developed during the EIS be released to the FMAA for future use. Seconded by Board Member McBryant.*

PASSED UNANIMOUSLY

Board Member Haemmerle commented that City views the EIS as the best opportunity for relocating the Airport, however the City understands that the Board must now move forward with site selection and existing site improvement due to the FAA's decision to not move forward with the EIS, as well as their suggestion that they will not allow the Board to move forward with existing site improvement until the EIS is terminated.

c. Plan to Meet 2015 Congressional Safety Area Requirement (See Brief)

Engineer Dave Mitchell updated the Board on the current status of the Plan to Meet 2015 Congressional Safety Area Requirements.

The Board discussed and clarified technical aspects of Engineer Mitchell's presentation including the presented modifications of standards to the parallel taxiway, maximum wingspan limitations, proposed revisions to the draft Scope of Work for the RSA Improvements Project Formulation and pre-planning for the installation of electrical boxes and future placement of a possible new terminal.

MOTION: *Made by Board Member Schoen to approved the revised Scope of Work and authorize Staff to process an AIP grant to support the Scope of Work and seek appropriate City of Hailey and Blaine County grant authorization Resolutions. Seconded by Board Member Haemmerle.*

PASSED UNANIMOUSLY

MOTION: *Made by Board Member Schoen to authorize the Chair to execute an agreement not to exceed \$693,220 with T-O Engineers to complete the Scope of Work after Chair, Staff and Legal Counsel review. Seconded by Board Member Keirn.*

PASSED UNANIMOUSLY

8. Retain/Improve/Develop Air Service

a. FSVA Report

Fly Sun Valley Alliance representative, Carol Waller, reported that the 2013 Network USA conference was a great opportunity to conduct face to face meetings with several airlines. She also reported that the FSVA has almost completed summer negotiations with Alaska Airlines and will be signing

contracts soon.

B. Instrument Procedures Feasibility Study

Airport Manager Baird updated the Board on the progress of the Instrument Procedures Feasibility Study and briefed the Board that a report should be available for Board review at the April meeting.

C. Auto Rental Concession Lease

Airport Manager Baird updated the Board on the development of the public bid process for Auto Rental Concessions.

V. PUBLIC COMMENT

John Strauss cautioned the Board not to label the Airport as being unsafe without a tower and instead communicate that not having a tower reduces the level of safety.

Christine Nibley commented that she does not want the Airport to be relocated and does not understand where the funding for a new airport would come from when the Airport is insignificant enough to the government that it would allow the tower to be closed.

Board Member Schoen thanked John Strauss for his efforts in assisting with airport projects and commented that the Airport is not postponing making improvements to the existing site and the Board is doing everything it can to make the Airport more reliable.

VI. ~~IV.~~ APPROVE FMAA MEETING MINUTES

A. February 12, 2013 Regular Meeting (See Brief)

The February 12, 2013 Friedman Memorial Airport Authority Meeting Minutes were approved as presented.

MOTION:

Made by Board Member Schoen to approved the February 12, 2013 Friedman Memorial Airport Authority Regular Meeting Minutes as presented. Seconded by Board Member Keirn.

PASSED UNANIMOUSLY

VII. ~~V.~~ AIRPORT STAFF BRIEF (Cont.)

B. ~~A.~~ Noise Complaints

C. ~~B.~~ Parking Lot Update

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

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

Board Member Greenberg asked when the Board will know the cost associated with operating the tower independently.

Airport Manager Baird answered that he is expecting to receive a cost estimate for operation of the tower independently within the next couple of weeks.

F. ~~E.~~ Fly Sun Valley Alliance Update (See Brief)

G. F. Airport Weather Interruptions

Board Member Haemmerle asked why there have been increased amount of North approaches and landings.

Airport Manager Baird answered that the Airport has had some interesting weather phenomenon within the year that forces aircraft to approach from the North. He commented that he monitors North activity continuously and ensures that each North approach is weather-related and not a disregard for the Voluntary Noise Abatement program.

H. ~~G.~~ Administrative Brief

H. ~~Employee of the Quarter (See Brief)~~

VIII. ~~VI.~~ ELECTION OF OFFICERS

MOTION:

Made by Board Member McCleary to elect Ron Fairfax as Chairman, Susan McBryant as Vice-Chairman, Lawrence Schoen as Secretary and Jacob Greenberg as Treasurer. Seconded by Board Member Keirn.

PASSED UNANIMOUSLY

IX. ~~VII.~~ NEW BUSINESS

A. Bank Account Signatory Update Authorization

Airport Manager Baird asked the Board to authorize Staff to update the bank account signatory to the new Chair.

MOTION:

Made by Vice-Chairman McBryant to update the Bank Account Signatory Authorization as requested in the Staff Brief. Seconded by Board Member Schoen.

PASSED UNANIMOUSLY

The Board announced that Board Member Greenberg, Vice-Chairman McBryant and Chairman Fairfax will serve as the Board Finance/Lease Committee of which Board Member Greenberg will serve as Chair.

Board Member McBryant commented that the redrafting of the JPA needs to be addressed as soon as possible and suggested that it be included on the April agenda. Board Members McCleary and Haemmerle volunteered serving on the JPA redraft committee.

Attorney Luboviski commented that he would hope the Board can simplify the amendment process for the JPA as compared to the last time the document was amended and he would like to be able to amend the document himself with the Board.

X. ~~VIII.~~ PUBLIC COMMENT

John Strauss suggested that the Board relate to the public that private operation of the tower is an option as a lot of people don't know that's a consideration the Board is entertaining.

XI. IX. EXECUTIVE SESSION MOTION:
– I.C. §67-2345 (1)(d)(f)

Made by Board Member Haemmerle to enter Executive Session under Idaho code I.C. §67-2345 (1)(d)(f). Seconded by Board Member McCleary.

ROLL CALL VOTE:

<i>Chairman Fairfax</i>	YES
<i>Vice-Chairman McBryant</i>	YES
<i>Secretary Schoen</i>	YES
<i>Treasurer Greenberg</i>	YES
<i>Board Member Haemmerle</i>	YES
<i>Board Member McCleary</i>	YES
<i>Board Member Keirn</i>	YES

PASSED UNANIMOUSLY

XII. X. ADJOURNMENT

The March 12, 2013 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 7:15 p.m.

Susan McBryant, 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.*

**MINUTES OF A SPECIAL MEETING
OF THE ATTACHMENT #2
FRIEDMAN MEMORIAL AIRPORT AUTHORITY***

**March 21, 2013
5:30 P.M.**

- IN ATTENDANCE:** **BOARD MEMBERS:** Chairman – Ron Fairfax, Vice-Chairman – Susan McBryant, Board – Lawrence Schoen, Angenie McCleary, Jacob Greenberg, Conference – Don Keirn
FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Rick Baird, Emergency/Operations Chief – Peter Kramer; Contracts/Finance Administrator – Lisa Emerick, Administrative Assistant/IT Systems Maintenance Coordinator - April Dieter,
AIRPORT LEGAL COUNSEL: Luboviski, Wygle, Fallowfield & Ritzau – Barry Luboviski;
AIRPORT TENANTS/PUBLIC: Atlantic Aviation – Mike Rasch; BCPA – Jim Perkins; ATCT – George White
PRESS: Idaho Mountain Express – Kate Wutz
- CALL TO ORDER:** The meeting was called to order at 2:51 p.m. by Chairman Fairfax.
- I. APPROVE AGENDA** The agenda was approved as presented.
- II. PUBLIC COMMENT** No public comment was made.
- III. NEW BUSINESS**
- A. Likelihood of immediate financial loss of FAA funding for the operation of the Air Traffic Control Tower**
Airport Manager Baird briefed the Board on the situation regarding the cessation of FAA funding for the Airport's Air Traffic Control Tower and presented the Board with options to consider in moving forward (Minutes Attachment #1).
- The Board clarified technical aspects of Airport Manager Baird's brief including insurance inflation, existing tower employees, and whether or not litigation would affect other projects currently in development between the Airport and the FAA.
- The Board discussed the options suggested by Airport Manager Baird and agreed to pursue investigation of funding the tower independently on a month-to-month basis; where those funds would come from and to not pursue legal litigation at this time.
- IV. PUBLIC COMMENT**
- Atlantic Aviation General Manager, Mike Rasch commented that the Airport needs a tower to operate efficiently and encouraged the Board to make a decision as quickly as possible as it takes time to negotiate and transfer contracts with tower personnel.
- Blaine County Pilots Association representative, Jim Perkins strongly recommended that the Board pursue investigation of funding the tower as soon as possible.
- V. ADJOURNMENT**
- The March 21, 2013 Special Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 3:45 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.*

Despite the valiant efforts of many the "save the contract towers" amendment offered by Senator Jerry Moran of Kansas and cosponsored by 26 Senators to include Senator Crapo and Senator Risch did not make it as part of the "continuing resolution" adopted by the Senate yesterday. With the path for a legislative "fix" to the DOT/FAA action to cease funding 173 towers now completely blocked, FMAA's last chance for removal from the list is the appeal that was submitted on March 10. As you know the FAA has announced that it will issue its final decision on March 22, 2013. No information exist that would indicate the April 7 closure deadline will change.

I am told by industry experts - expect few of the towers on the original closure list to be removed from the final list. Based on that information, Airport Staff was attempting to establish a Special Meeting of the Board on Monday March 25th. Spring Break made the likelihood of establishing a Special Meeting on that date unlikely so the next best option was to attempt the Special Meeting today.

Airport Staff believes that four options are available to the Board.

Option 1 – Do nothing and let the tower close when funding cessation takes place.

Option 2 – Investigate funding the Tower on a monthly basis until Congress has an opportunity to reinstate the program which some say could come in May or June. A possible action on the Board's part might be to Authorize Staff to investigate funding the Tower on a monthly basis.

Option 3 – As a result of the pending action by DOT/FAA, there are a number of airports considering legal action against the FAA. While I need to respect each airport's confidentiality, I am aware that several airports have or will authorize litigation. FMAA might consider legal action or being a part of legal action. If the Airport is notified tomorrow that the FAA will cease funding Hailey Tower a letter asking that the FAA stay their decision must be forwarded to the FAA at the latest by Monday March 25th. Filing a legal action in Federal Court would follow no later than Wednesday or Thursday. If the Board would like to pursue Legal Action a motion to do so is a necessary action today. A possible motion might be – Authorize Staff to pursue Legal Action based on FAA action on Friday March 22.

Option 4 – A dual option pursuing option 2 and 3 at the same time is also available to the Board.

**MINUTES OF A SPECIAL MEETING ATTACHMENT #3
OF THE
FRIEDMAN MEMORIAL AIRPORT AUTHORITY***

**March 27, 2013
5:00 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Vice-Chairman – Susan McBryant, Board Member Keirn
Conference – Board Member Haemmerle, Chairman Fairfax, Board Member Greenberg,
Board Member Schoen
FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Rick Baird,
Contracts/Finance Administrator – Lisa Emerick, Administrative Assistant/IT Systems
Maintenance Coordinator - April Dieter
AIRPORT LEGAL COUNSEL: Luboviski, Wygle, Fallowfield & Ritzau – Barry Luboviski;
AIRPORT TENANTS/PUBLIC: Atlantic Aviation – Mike Rasch, FMA – Greg Beaver,
SVBR - Bob Crosby
PRESS: Idaho Mountain Express – Kate Wutz, Roland Lane

ATTACHMENT #3

ALL TO ORDER:

The meeting was called to order at 5:09 p.m. by Chairman Fairfax subject to Emergency Idaho code.

APPROVE AGENDA

The agenda was approved as presented.

II. PUBLIC COMMENT

No public comment was made.

III. NEW BUSINESS

A. Immediate Financial Loss and Damage based upon the FAA ceasing to fund Hailey Tower May 5, 2013

Airport Manager Baird updated the Board on the FAA's announcement regarding the cessation of funding for the Hailey Tower on May 5, 2013 and his findings regarding independently funding the Airport Tower.

IV. PUBLIC COMMENT

No public comment was made.

**V. EXECUTIVE SESSION –
I.C §67-2345 (1)(f)**

MOTION:

Made by Vice-Chairman McBryant to enter into Executive Session under Idaho code I.C. §67-2345 (1)(f). Seconded by Board Member Keirn.

ROLL CALL VOTE:

<i>Chairman Fairfax</i>	YES
<i>Vice-Chairman McBryant</i>	YES
<i>Secretary Schoen</i>	YES
<i>Treasurer Greenberg</i>	YES
<i>Board Member Haemmerle</i>	YES
<i>Board Member Keirn</i>	YES

PASSED UNANIMOUSLY

MOTION:

Made by Haemmerle to end Executive Session. Seconded by Board Member Keirn.

PASSED UNANIMOUSLY

MOTION:

Made by Board Member Haemmerle to hire Kaplan Kirsch & Rockwell LLP to engage in a lawsuit against the FAA and proceed with an injunction. Seconded by Board Member Keirn.

PASSED UNANIMOUSLY

The Board agreed that the purpose of the lawsuit is to keep the Airport Tower in the Federal system until a funding solution arises.

VI. ADJOURNMENT

The March 27, 2013 Special Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 5:48 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.*

8:27 AM
03/26/13
Accrual Basis

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined)
October 2012 through January 2013

Ordinary Income/Expense Income	Oct '12 - Jan 13	Budget	\$ Over Budget	% of Budget
4000-00 · AIRCARRIER				
4000-01 · Aircarrier - Lease Space	28,173.48	84,600.00	-56,426.52	33.3%
4000-02 · Aircarrier - Landing Fees	19,637.87	92,000.00	-72,362.13	21.3%
4000-03 · Aircarrier - Gate Fees	400.00	1,200.00	-800.00	33.3%
4000-04 · Aircarrier - Utility Fees	1,809.12	7,600.00	-5,790.88	23.8%
4010-05 · Aircarrier -'11 PFC Application	53,983.28	213,000.00	-159,016.72	25.3%
Total 4000-00 · AIRCARRIER	104,003.75	398,400.00	-294,396.25	26.1%
4020-00 · TERMINAL AUTO PARKING REVENUE				
4020-01 · Automobile Parking - Terminal	20,606.72	70,000.00	-49,393.28	29.4%
Total 4020-00 · TERMINAL AUTO PARKING REVENUE	20,606.72	70,000.00	-49,393.28	29.4%
4030-00 · AUTO RENTAL REVENUE				
4030-01 · Automobile Rental - Commission	90,614.57	325,000.00	-234,385.43	27.9%
4030-02 · Automobile Rental - Counter	2,685.44	7,300.00	-4,614.56	36.8%
4030-03 · Automobile Rental - Auto Prkng	29,727.00	29,000.00	727.00	102.5%
4030-04 · Automobile Rental - Utilities	80.44	500.00	-419.56	16.1%
4030-05 · Automobile Rental - Off. Airpt.	0.00	40,000.00	-40,000.00	0.0%
Total 4030-00 · AUTO RENTAL REVENUE	123,107.45	401,800.00	-278,692.55	30.6%
4040-00 · TERMINAL CONCESSION REVENUE				
4040-01 · Terminal Shops - Commission	0.00	3,500.00	-3,500.00	0.0%
4040-02 · Terminal Shops - Lease Space	2,905.72	8,500.00	-5,594.28	34.2%
4040-03 · Terminal Shops - Utility Fees	130.41	600.00	-469.59	21.7%
4040-10 · Advertising - Commission	10,447.48	33,000.00	-22,552.52	31.7%
4040-12 · Terminal ATM	24.20			
Total 4040-00 · TERMINAL CONCESSION REVENUE	13,507.81	45,600.00	-32,092.19	29.6%
4050-00 · FBO REVENUE				
4050-01 · FBO - Lease Space	68,895.62	229,466.00	-160,570.38	30.0%
4050-02 · FBO - Tiedown Fees	37,495.80	230,000.00	-192,504.20	16.3%
4050-03 · FBO - Landing Fees - Trans.	59,802.82	215,000.00	-155,197.18	27.8%
4050-04 · FBO - Commission	6,394.59	20,000.00	-13,605.41	32.0%
Total 4050-00 · FBO REVENUE	172,588.83	694,466.00	-521,877.17	24.9%

ATTACHMENT # 4

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined)
October 2012 through January 2013

	Oct '12 - Jan 13	Budget	\$ Over Budget	% of Budget
4060-00 · FUEL FLOWAGE REVENUE				
4060-01 · Fuel Flowage - FBO	52,153.54	172,000.00	-119,846.46	30.3%
Total 4060-00 · FUEL FLOWAGE REVENUE	52,153.54	172,000.00	-119,846.46	30.3%
4070-00 · TRANSIENT LANDING FEES REVENUE				
4070-02 · Landing Fees - Non-Comm./Gov't	278.64	500.00	-221.36	55.7%
Total 4070-00 · TRANSIENT LANDING FEES REVENUE	278.64	500.00	-221.36	55.7%
4080-00 · HANGARS REVENUE				
4080-01 · Land Lease - Hangar	188,128.32	493,707.00	-305,578.68	38.1%
4080-02 · Land Lease - Hangar/Trans. Fee	267.00			
4080-03 · Land Lease - Hangar/Utilities	357.39	1,400.00	-1,042.61	25.5%
4080-20 · Land Lease - Government Revenue	3,422.26			
Total 4080-00 · HANGARS REVENUE	192,174.97	495,107.00	-302,932.03	38.8%
4090-00 · TIEDOWN PERMIT FEES REVENUE				
4090-01 · Tiedown Permit Fees (FMA)	15,287.62	17,000.00	-1,712.38	89.9%
Total 4090-00 · TIEDOWN PERMIT FEES REVENUE	15,287.62	17,000.00	-1,712.38	89.9%
4100-00 · POSTAL CARRIERS REVENUE				
4100-01 · Postal Carriers - Landing Fees	2,893.93	8,500.00	-5,606.07	34.0%
4100-02 · Postal Carriers - Tiedown	2,970.00			
Total 4100-00 · POSTAL CARRIERS REVENUE	5,863.93	8,500.00	-2,636.07	69.0%
4110-00 · MISCELLANEOUS REVENUE				
4110-01 · Misc. Revenue	35,225.04			
4110-06 · Misc. - Security-Prox. Cards	19,530.00	27,000.00	-7,470.00	72.3%
4110-09 · Miscellaneous Expense Reimburse	22,344.20			
Total 4110-00 · MISCELLANEOUS REVENUE	77,099.24	27,000.00	50,099.24	285.6%
4120-00 · GROUND TRANSP. PERMIT REVENUE				
4120-01 · Ground Transportation Permit	12,900.00	16,000.00	-3,100.00	80.6%
4120-02 · GTSP - Trip Fee	980.00			
Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	13,880.00	16,000.00	-2,120.00	86.8%

8:27 AM
03/26/13
Accrual Basis

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined)
October 2012 through January 2013

	Oct '12 - Jan 13	Budget	\$ Over Budget	% of Budget
4400-00 · TSA				
4400-02 · Terminal Lease	3,017.88			
Total 4400-00 · TSA	3,017.88			
4500-00 · IDAHO STATE GRANT PROGRAM REV.				
4500-11 · SUN-11	0.00	0.00	0.00	0.0%
4500-13 · SUN-13	0.00	20,000.00	-20,000.00	0.0%
Total 4500-00 · IDAHO STATE GRANT PROGRAM REV.	0.00	20,000.00	-20,000.00	0.0%
4520-00 · INTEREST INCOME				
4520-05 · Interest Income - '11 PFC	82.08			
4600-00 · Interest Income - General	3,663.94	14,000.00	-10,336.06	26.2%
Total 4520-00 · INTEREST INCOME	3,746.02	14,000.00	-10,253.98	26.8%
4702-00 · AIP 02 New Airpt. EIS Phs. II	0.00	100,000.00	-100,000.00	0.0%
4702-01 · AIP 02	0.00	100,000.00	-100,000.00	0.0%
Total 4702-00 · AIP 02 New Airpt. EIS Phs. II	0.00	200,000.00	-200,000.00	0.0%
4703-00 · AIP 03 FMA/FAA	0.00	40,000.00	-40,000.00	0.0%
4703-01 · AIP 03	0.00	40,000.00	-40,000.00	0.0%
Total 4703-00 · AIP 03 FMA/FAA	0.00	80,000.00	-80,000.00	0.0%
4704-00 · AIP 04-New Arpt. EIS-Phs.III/IV	0.00	1,000,000.00	-1,000,000.00	0.0%
4704-01 · AIP '04 - FAA	0.00	1,000,000.00	-1,000,000.00	0.0%
Total 4704-00 · AIP 04-New Arpt. EIS-Phs.III/IV	0.00	2,000,000.00	-2,000,000.00	0.0%
4705-00 · AIP 05-New Arpt. EIS-Phs.	0.00	500,000.00	-500,000.00	0.0%
4705-01 · AIP '05 - FAA	0.00	500,000.00	-500,000.00	0.0%
Total 4705-00 · AIP 05-New Arpt. EIS-Phs.	0.00	1,000,000.00	-1,000,000.00	0.0%
4737-00 · AIP 37				
4737-01 · AIP '37 - FMA Altern. Analysis	32,772.00	525,000.00	-492,228.00	6.2%
Total 4737-00 · AIP 37	32,772.00	525,000.00	-492,228.00	6.2%
4738-00 · Existing Site Improvement				
4738-01 · AIP '38	0.00	750,000.00	-750,000.00	0.0%
Total 4738-00 · Existing Site Improvement	0.00	750,000.00	-750,000.00	0.0%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined)
October 2012 through January 2013

	Oct '12 - Jan 13	Budget	\$ Over Budget	% of Budget
4739-00 · AIP 39 - Implement ALP	0.00	1,725,000.00	-1,725,000.00	0.0%
4739-01 · AIP 39	0.00	1,725,000.00	-1,725,000.00	0.0%
Total 4739-00 · AIP 39 - Implement ALP	830,088.40	7,020,373.00	-6,190,284.60	11.8%
Total Income	830,088.40	7,020,373.00	-6,190,284.60	11.8%
Gross Profit				
Expense				
EXPENDITURES				
"A" EXPENSES				
5000-01 · Salaries - Airport Manager	42,467.59	127,403.00	-84,935.41	33.3%
5010-00 · Salaries - Contracts/Finance Adm	28,568.12	82,500.00	-53,931.88	34.6%
5010-01 · Salaries - Office Assist.	56,462.01	163,812.58	-107,350.57	34.5%
5020-00 · Salaries - ARFF/OPS Chief	29,886.29	82,500.00	-52,613.71	36.2%
5030-00 · Salaries - ARFF/OPS Specialist	102,356.78	302,723.84	-200,367.06	33.8%
5040-00 · Salaries-ASC/Sp.Prjct./Ex. Assi	20,997.14	59,190.96	-38,193.82	35.5%
5050-00 · Salaries - Temp.	5,684.75	15,000.00	-9,315.25	37.9%
5050-02 · Salaries - Merit Increase	0.00	20,721.82	-20,721.82	0.0%
5060-01 · Overtime - General	0.00	2,000.00	-2,000.00	0.0%
5060-02 · Overtime - Snow Removal	4,271.72	10,000.00	-5,728.28	42.7%
5060-04 · OT - Security	0.00	2,500.00	-2,500.00	0.0%
5100-00 · Retirement	33,537.46	100,815.67	-67,278.21	33.3%
5110-00 · Social Security/Medicare	20,749.55	66,428.93	-45,679.38	31.2%
5120-00 · Life Insurance	665.04	2,000.00	-1,334.96	33.3%
5130-00 · Medical Insurance	50,583.24	155,000.00	-104,416.76	32.6%
5160-00 · Workman's Compensation	0.00	15,000.00	-15,000.00	0.0%
Total "A" EXPENSES	396,229.69	1,207,596.80	-811,367.11	32.8%
"B" EXPENDITURES				
"B" EXPENSES - ADMINISTRATIVE				
6000-00 · TRAVEL EXPENSE	3,191.41	15,000.00	-15,000.00	0.0%
6000-01 · Travel	0.00			
6000-00 · TRAVEL EXPENSE - Other				
Total 6000-00 · TRAVEL EXPENSE	3,191.41	15,000.00	-11,808.59	21.3%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined)
October 2012 through January 2013

	Oct '12 - Jan 13	Budget	\$ Over Budget	% of Budget
6010-00 · SUPPLIES/EQUIPMENT EXPENSE				
6010-01 · Supplies - Office	3,843.81	13,500.00	-9,656.19	28.5%
6010-03 · Supplies - Computer	1,152.99			
Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE	4,996.80	13,500.00	-8,503.20	37.0%
6020-00 · INSURANCE				
6020-01 · Insurance - Liability	16,500.00	18,500.00	-2,000.00	89.2%
6020-02 · Insurance - Public Officials	13,925.00	13,600.00	325.00	102.4%
6020-03 · Insurance-Bldg/Unic. Veh./Prop	30,393.00	29,600.00	793.00	102.7%
6020-04 · Insurance - Licensed Vehicles	5,353.00	5,900.00	-547.00	90.7%
6020-05 · Insurance - Crime	625.00	550.00	75.00	113.6%
Total 6020-00 · INSURANCE	66,796.00	68,150.00	-1,354.00	98.0%
6030-00 · UTILITIES				
6030-01 · Utilities - Gas/Terminal	3,285.76	13,000.00	-9,714.24	25.3%
6030-02 · Utilities - Gas/Maintenance	2,783.16	8,500.00	-5,716.84	32.7%
6030-03 · Utilities - Elect./Runway&PAPI	2,343.98	6,000.00	-3,656.02	39.1%
6030-04 · Utilities - Elec./Office/Maint.	4,579.50	9,000.00	-4,420.50	50.9%
6030-05 · Utilities - Electric/Terminal	2,939.53	7,500.00	-4,560.47	39.2%
6030-06 · Utilities - Telephone	4,035.96	17,000.00	-12,964.04	23.7%
6030-07 · Utilities - Water	218.72	1,200.00	-981.28	18.2%
6030-08 · Utilities - Garbage Removal	2,663.68	6,000.00	-3,336.32	44.4%
6030-09 · Utilities - Sewer	571.20	1,500.00	-928.80	38.1%
6030-10 · Utilities - Elec./Sewer	82.64	500.00	-417.36	16.5%
6030-11 · Utilities - Electric/Tower	1,758.74	4,000.00	-2,241.26	44.0%
6030-12 · Utilities - Elec./Brdfrd.Hghl	116.49			
6030-15 · Utilities - Elec./AWOS	208.22	900.00	-691.78	23.1%
6030-16 · Utilities - Elec. Wind Cone	47.26	210.00	-162.74	22.5%
6030-17 · Utilities - Elec.- Rosenberg	21.18			
6040-01 · Service Provider - Weather	5,772.00	3,700.00	2,072.00	156.0%
6040-02 · Service Provider - Term. Music	281.52	1,000.00	-718.48	28.2%
6040-03 · Service Provider - Internet/ISP	1,800.00	7,500.00	-5,700.00	24.0%
6040-04 · Service Provider - AWOS NADN	0.00	2,000.00	-2,000.00	0.0%
6040-05 · Service Provider - ISP/Terminal	600.00	2,000.00	-1,400.00	30.0%
6040-06 · Service Provider - SSI Movement	0.00	8,035.00	-8,035.00	0.0%
Total 6030-00 · UTILITIES	34,109.54	99,545.00	-65,435.46	34.3%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined)
October 2012 through January 2013

	Oct '12 - Jan 13	Budget	\$ Over Budget	% of Budget
6050-00 · PROFESSIONAL SERVICES				
6050-01 · Professional Services - Legal	6,279.75	27,500.00	-21,220.25	22.8%
6050-02 · Professional Services - Audit	24,924.43	25,000.00	-75.57	99.7%
6050-03 · Professional Services - Engineer	1,264.89	27,000.00	-25,735.11	4.7%
6050-04 · Professional Services - ARFF	0.00	2,000.00	-2,000.00	0.0%
6050-05 · Professional Services - Gen.	11,537.08			
6050-07 · Professional Services - Archite	53.00	1,000.00	-947.00	5.3%
6050-08 · Professional Services - Securit	300.00	4,000.00	-3,700.00	7.5%
6050-10 · Prof. Svcs.-IT/Comp. Support	6,632.00	12,000.00	-5,368.00	55.3%
6050-11 · Professional Services - Wildlif	0.00	2,000.00	-2,000.00	0.0%
6050-12 · Prof. Serv.- Planning Air Serv.	3,650.00	32,000.00	-28,350.00	11.4%
6050-13 · Prof. Serv.-Website Des.& Maint	0.00	6,500.00	-6,500.00	0.0%
6050-14 · Professional Services - EA	8,093.61			
6050-00 · PROFESSIONAL SERVICES - Other	-90.00			
Total 6050-00 · PROFESSIONAL SERVICES	62,644.76	139,000.00	-76,355.24	45.1%
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	8,282.00			
6060-05 · Maintenance - Phone	1,212.00			
Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT	9,494.00	10,000.00	-506.00	94.9%
6070-00 · RENT/LEASE OFFICE EQUIPMENT				
6070-01 · Rent/Lease - Office Equip./Gen	0.00	1,500.00	-1,500.00	0.0%
6070-02 · Rent/Lease - Postage Meter	342.00			
6070-03 · Rent/Lease - Copier	55.82	4,000.00	-3,944.18	1.4%
Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT	397.82	5,500.00	-5,102.18	7.2%
6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E				
6080-01 · Dues/Memberships/Publications	10,862.71	15,000.00	-4,137.29	72.4%
6080-02 · Membership - Internet/Website	636.50			
6080-04 · Airport Marketing	115.98	15,000.00	-14,884.02	0.8%
Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS...	11,615.19	30,000.00	-18,384.81	38.7%
6090-00 · POSTAGE				
6090-01 · Postage/Courier Service	483.00	2,700.00	-2,217.00	17.9%
Total 6090-00 · POSTAGE	483.00	2,700.00	-2,217.00	17.9%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined)
October 2012 through January 2013

	Oct '12 - Jan 13	Budget	\$ Over Budget	% of Budget
6100-00 · EDUCATION/TRAINING				
6100-01 · Education/Training - Admin.	2,116.00	30,000.00	-27,884.00	7.1%
6100-02 · Education/Training - OPS	844.00			
6100-03 · Education/Training - ARFF	815.03			
6100-04 · Education/Training - Tri-Ann	340.00			
6100-05 · Education - Neighborl Flight	195.00			
Total 6100-00 · EDUCATION/TRAINING	4,310.03	30,000.00	-25,689.97	14.4%
6110-00 · CONTRACTS				
6110-01 · Contracts - General	30,240.00			
6110-02 · Contracts - FMAA	11,200.00	33,600.00	-22,400.00	33.3%
6110-03 · Contracts - SVA/Fee Collection	19,600.00	58,860.00	-39,260.00	33.3%
6110-04 · Contracts - COH LEO	680.00	15,000.00	-14,320.00	4.5%
6110-05 · Contracts - Janitorial	0.00	10,000.00	-10,000.00	0.0%
6110-06 · Electronic Filing System	4,600.00	13,800.00	-9,200.00	33.3%
6110-08 · Contracts - Eccles Tree Lights	0.00	30,000.00	-30,000.00	0.0%
6110-09 · Contracts - Website	0.00	350.00	-350.00	0.0%
6110-10 · Online Email Server Access	14.78	2,000.00	-1,985.22	0.7%
6110-11 · Contracts -Security CMS	6,862.98	42,500.00	-35,637.02	16.1%
Total 6110-00 · CONTRACTS	73,197.76	206,110.00	-132,912.24	35.5%
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	3,048.03	6,500.00	-3,451.97	46.9%
6140-00 · Bank Fees	595.53	1,000.00	-404.47	59.6%
6130-00 · MISCELLANEOUS EXPENSES - Other	492.36			
Total 6130-00 · MISCELLANEOUS EXPENSES	4,135.92	7,500.00	-3,364.08	55.1%
Total "B" EXPENSES - ADMINISTRATIVE	275,395.23	627,105.00	-351,709.77	43.9%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined)
October 2012 through January 2013

	Oct '12 - Jan 13	Budget	\$ Over Budget	% of Budget
"B" EXPENSES - OPERATIONAL				
6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI				
6500-01 · Supplies/Equipment - General	348.32	10,000.00	-9,651.68	3.5%
6500-02 · Supplies/Equipment - Tools	952.79			
6500-03 · Supplies/Equipment - Clothing	225.92			
6500-04 · Supplies/Equipment - Janitorial	3,992.12			
6500-05 · Supplies/Equipment - Deice	0.00	15,000.00	-15,000.00	0.0%
6500-06 · Supplies/Equipment - ARFF	0.00	5,000.00	-5,000.00	0.0%
Total 6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI	5,519.15	30,000.00	-24,480.85	18.4%
6510-00 · FUEL/LUBRICANTS				
6510-02 · Fuel	15,118.74	50,000.00	-34,881.26	30.2%
Total 6510-00 · FUEL/LUBRICANTS	15,118.74	50,000.00	-34,881.26	30.2%
6520-00 · VEHICLES/MAINTENANCE				
6520-01 · R/M Equipment - General	2,149.62	27,000.00	-24,850.38	8.0%
6520-02 · R/M Equip. '93 Schmidt Snow	681.50			
6520-04 · R/M Equip. '84 Chevy Plow Truck	23.00			
6520-08 · R/M Equip. - '96 Tiger Tractor	1,473.42			
6520-17 · R/M Equip. '01 Case 921 Ldr.	23.16			
6520-19 · R/M Equip. '02 Ford F-150 PU	372.76			
6520-23 · R/M Equip. - '97 Ford Exped.	-6.66			
6520-24 · R/M Equip. - '01 Ford F-250	162.96			
6520-28 · R/M Equip.-Case 621 Loader	217.02			
Total 6520-00 · VEHICLES/MAINTENANCE	5,096.78	27,000.00	-21,903.22	18.9%
6530-00 · ARFF MAINTENANCE				
6530-01 · ARFF Maint. General	0.00	5,000.00	-5,000.00	0.0%
6530-04 · ARFF Maint. - Radios	1,748.29			
Total 6530-00 · ARFF MAINTENANCE	1,748.29	5,000.00	-3,251.71	35.0%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined)
October 2012 through January 2013

	Oct '12 - Jan 13	Budget	\$ Over Budget	% of Budget
6540-00 · REPAIRS/MAINTENANCE - BUILDING				
6540-01 · R/M Bldg. - General	1,126.71	29,000.00	-27,873.29	3.9%
6540-02 · R/M Bldg. - Terminal	7,460.93			
6540-03 · R/M Bldg. - Shop	842.13			
6540-04 · R/M Bldg. - Cold Storage	298.80			
6540-05 · R/M Bldg. - Manager's Bldg.	245.41			
6540-07 · R/M Bldg. - Tower	4,428.61			
6540-08 · R/M Bldg. - Parking Booth	90.00			
Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING	14,492.59	29,000.00	-14,507.41	50.0%
6550-00 · REPAIRS/MAINTENANCE - AIRSIDE				
6550-01 · R/M - General	0.00	15,000.00	-15,000.00	0.0%
6550-02 · R/M - Airfield	160.70			
6550-04 · R/M - Lights	1,084.73			
6550-05 · R/M - Grounds	380.00			
Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE	1,625.43	15,000.00	-13,374.57	10.8%
6560-00 · SECURITY EXPENSE				
6560-01 · Security	3,875.80	20,000.00	-16,124.20	19.4%
Total 6560-00 · SECURITY EXPENSE	3,875.80	20,000.00	-16,124.20	19.4%
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU				
6570-01 · R/M Aeronautical Equip - NDB/DME	2,436.99	22,000.00	-19,563.01	11.1%
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	2,850.00			
6570-05 · R/M Aero.Equip. Flying Hat Lgts	375.00			
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU	5,661.99	22,000.00	-16,338.01	25.7%
Total "B" EXPENSES - OPERATIONAL	53,138.77	198,000.00	-144,861.23	26.8%
Total "B" EXPENDITURES	328,534.00	825,105.00	-496,571.00	39.8%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined)
October 2012 through January 2013

	Oct '12 - Jan 13	Budget	\$ Over Budget	% of Budget
"C" EXPENSES				
7000-00 · MISC. CAPITAL EXPENDITURES				
7000-01 · Contingency	175.00	50,000.00	-49,825.00	0.4%
7000-05 · Computer Equipment/Software	5,064.29	25,600.00	-20,535.71	19.8%
7000-06 · Asphalt Repair	0.00	12,700.00	-12,700.00	0.0%
7000-08 · ATC Equipment	0.00	6,600.00	-6,600.00	0.0%
7000-26 · Acquisition - Licensed Vehicles	0.00	43,000.00	-43,000.00	0.0%
7000-30 · Tires	0.00	13,500.00	-13,500.00	0.0%
7000-36 · Drivers Training Software	7,125.00			
Total 7000-00 · MISC. CAPITAL EXPENDITURES	12,364.29	151,400.00	-139,035.71	8.2%
7500-00 · IDAHO STATE GRANT PROGRAM				
7500-13 · ITD (SUN-13 ITD/FMA)	0.00	40,000.00	-40,000.00	0.0%
Total 7500-00 · IDAHO STATE GRANT PROGRAM	0.00	40,000.00	-40,000.00	0.0%
7502-00 · AIP 02 EXPENSE				
7502-01 · AIP '02 - New Arpt. EIS-Ph. II	0.00	105,264.00	-105,264.00	0.0%
Total 7502-00 · AIP 02 EXPENSE	0.00	105,264.00	-105,264.00	0.0%
7503-00 · AIP 03 EXPENSE				
7503-01 · AIP '03 - New Arpt. EIS-Ph. III	0.00	42,106.00	-42,106.00	0.0%
Total 7503-00 · AIP 03 EXPENSE	0.00	42,106.00	-42,106.00	0.0%
7504-00 · AIP 04 EXPENSE				
7504-01 · AIP '04-New Arpt.EIS-Phs.III/IV	0.00	1,052,632.00	-1,052,632.00	0.0%
Total 7504-00 · AIP 04 EXPENSE	0.00	1,052,632.00	-1,052,632.00	0.0%
7505-00 · AIP '05 EXPENSE				
7505-01 · AIP '05-New Arpt. EIS-Phs.	0.00	526,316.00	-526,316.00	0.0%
Total 7505-00 · AIP '05 EXPENSE	0.00	526,316.00	-526,316.00	0.0%
7537-00 · AIP '37 EXPENSE				
7537-01 · AIP '37 - FMA Altern. Analysis	36,362.00	552,632.00	-516,270.00	6.6%
7537-02 · AIP '37 - Non-Eligible	2,025.35			
Total 7537-00 · AIP '37 EXPENSE	38,387.35	552,632.00	-514,244.65	6.9%

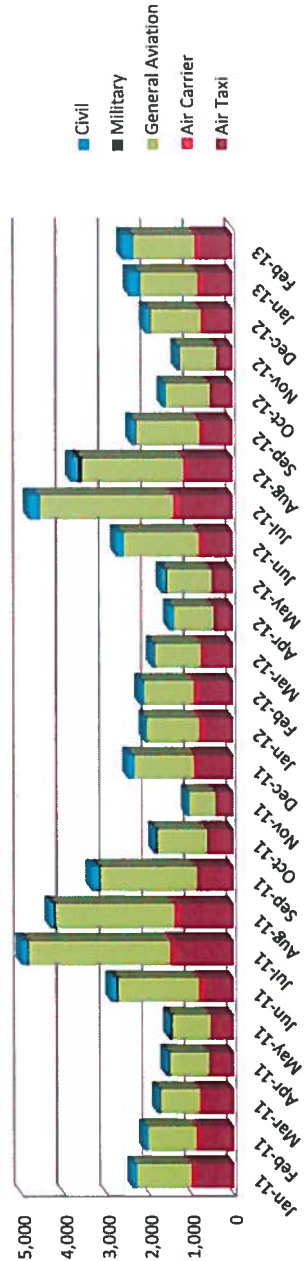
Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined)
October 2012 through January 2013

	Oct '12 - Jan 13	Budget	\$ Over Budget	% of Budget
7538-00 · Improvements to Existing Site				
7538-01 · AIP '38	0.00	789,474.00	-789,474.00	0.0%
Total 7538-00 · Improvements to Existing Site	0.00	789,474.00	-789,474.00	0.0%
7539-00 · AIP '39 EXPENSE - Imp. ALP				
7539-01 · AIP '39 - Eligible	0.00	1,818,947.00	-1,818,947.00	0.0%
Total 7539-00 · AIP '39 EXPENSE - Imp. ALP	0.00	1,818,947.00	-1,818,947.00	0.0%
8000-00 · Replacement Airport				
8000-02 · Project Manager	0.00	10,000.00	-10,000.00	0.0%
8000-03 · Financial	0.00	10,000.00	-10,000.00	0.0%
8000-04 · Public Outreach	15,127.80	60,000.00	-44,872.20	25.2%
8000-05 · Current Site Master Plan	0.00	10,000.00	-10,000.00	0.0%
8000-06 · Legal	607.50			
8000-07 · General	313.60	50,000.00	-49,686.40	0.6%
Total 8000-00 · Replacement Airport	16,048.90	140,000.00	-123,951.10	11.5%
9000-00 · PFC EXPENSE				
9000-03 · PFC '12 - SRE Equipm./Sec. Impr	314,855.45	209,000.00	105,855.45	150.6%
Total 9000-00 · PFC EXPENSE	314,855.45	209,000.00	105,855.45	150.6%
Total "C" EXPENSES	381,655.99	5,427,771.00	-5,046,115.01	7.0%
Total EXPENDITURES	1,106,419.68	7,460,472.80	-6,354,053.12	14.8%
Total Expense	1,106,419.68	7,460,472.80	-6,354,053.12	14.8%
Net Ordinary Income	-276,331.28	-440,099.80	163,768.52	62.8%
Net Income	-276,331.28	-440,099.80	163,768.52	62.8%

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		
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		
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	0		
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	0		
May	3,905	4,184	2,654	3,282	2,729	2,134	1,579	2,293	2,280	1,891	1,533	1,693	0		
June	4,787	5,039	4,737	4,438	3,674	3,656	5,181	3,334	2,503	3,019	2,898	2,761	0		
July	6,359	8,796	6,117	5,910	5,424	5,931	7,398	4,704	4,551	5,005	5,004	4,810	0		
August	6,479	6,917	5,513	5,707	5,722	6,087	8,196	4,570	4,488	4,705	4,326	3,823	0		
September	3,871	4,636	4,162	4,124	4,609	3,760	4,311	2,696	3,376	3,128	3,359	2,396	0		
October	3,879	3,656	3,426	2,936	3,570	3,339	3,103	2,134	2,145	2,012	1,886	1,658	0		
November	3,082	2,698	2,599	2,749	2,260	2,912	2,892	1,670	1,901	1,309	1,114	1,325	0		
December	3,401	2,805	3,247	3,227	2,722	3,834	2,699	1,848	2,272	1,811	2,493	2,066	0		
Totals	50,858	55,897	44,739	45,032	43,607	43,002	50,712	33,836	31,699	32,350	30,555	28,269	5,066		

Operations
2011-2013 YTD
(Cumulative)



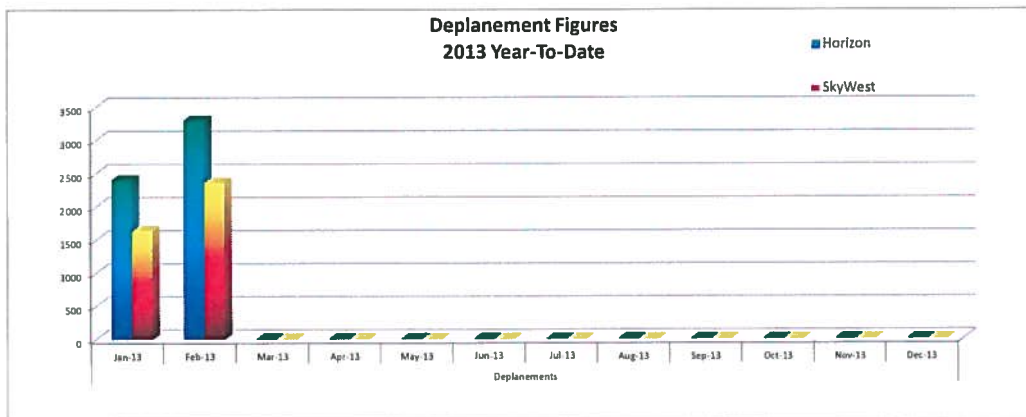
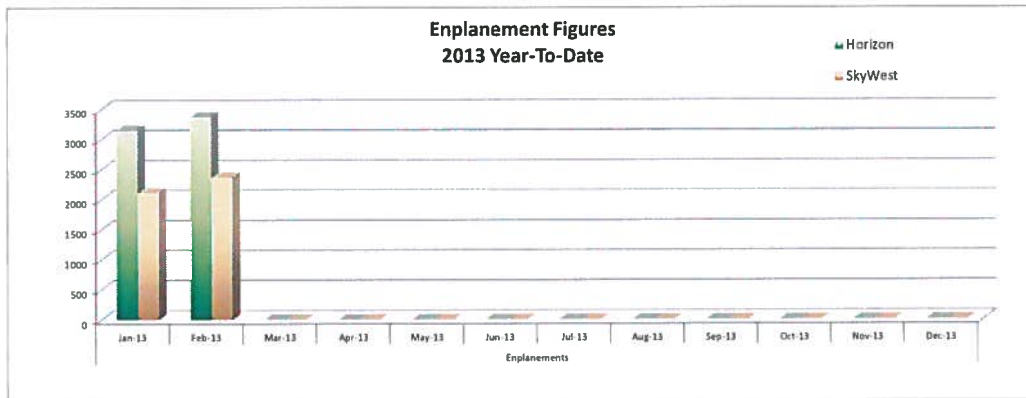
ATCT Operations Change (current month vs. same month last year)			
	2013	2012	% Change
Air Taxi	787	816	-4%
Air Carrier	104	107	-3%
General Aviation	1,445	1,191	21%
Military	8	5	60%
Civil	268	86	212%
Total	2612	2205	18%

2013 Enplanements													
Date	Horizon					SkyWest					Current Y-T-D	Prior Y-T-D	Y-T-Y % Change
	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change			
Jan-13	3,079	71	3,150	2,932	7%	2,047	66	2,113	2,395	-12%	5,263	5,327	-1.2%
Feb-13	3,307	67	3,374	2,839	19%	2,307	59	2,366	2,265	4%			
Totals	6,386	138	6,524	5,771	13%	4,354	125	4,479	4,660	-4%			

Legend for Chart: Y-T-D = Year-To-Date Y-T-Y = Year-To-Year

2013 Deplanements													
Date	Horizon					SkyWest					Current Y-T-D	Prior Y-T-D	Y-T-Y % Change
	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change	Revenue	Non-Revenue	Total	Prior Year Month	M-T-M % Change			
Jan-13	2,320	78	2,398	2,259	6%	1,575	57	1,632	1,679	-3%	4,030	3,938	2.3%
Feb-13	3,226	68	3,294	3,061	8%	2,300	60	2,360	2,260	4%			
Totals	5,546	146	5,692	5,320	7%	3,875	117	3,992	3,939	1%			

Legend for Chart: Y-T-D = Year-To-Date Y-T-Y = Year-To-Year



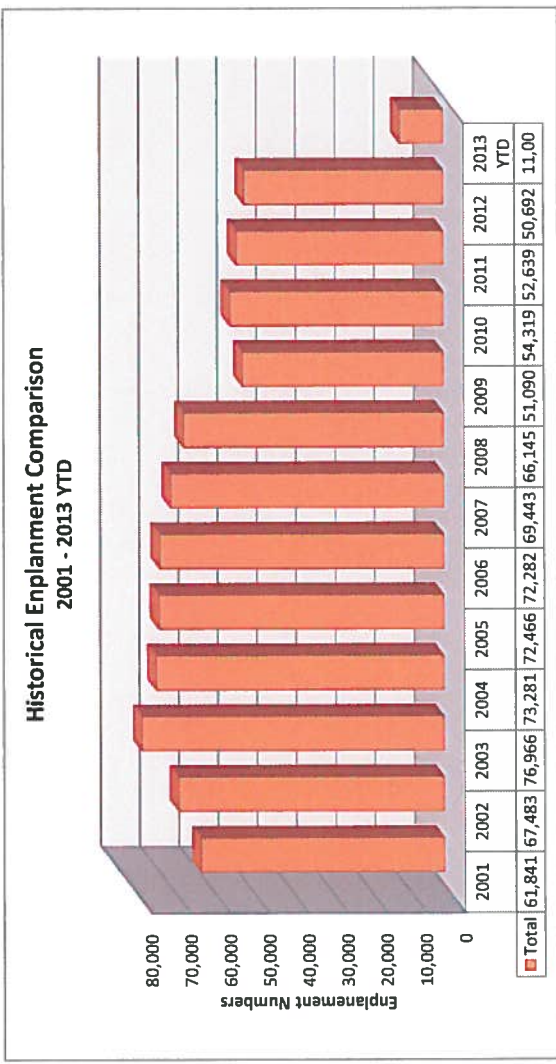
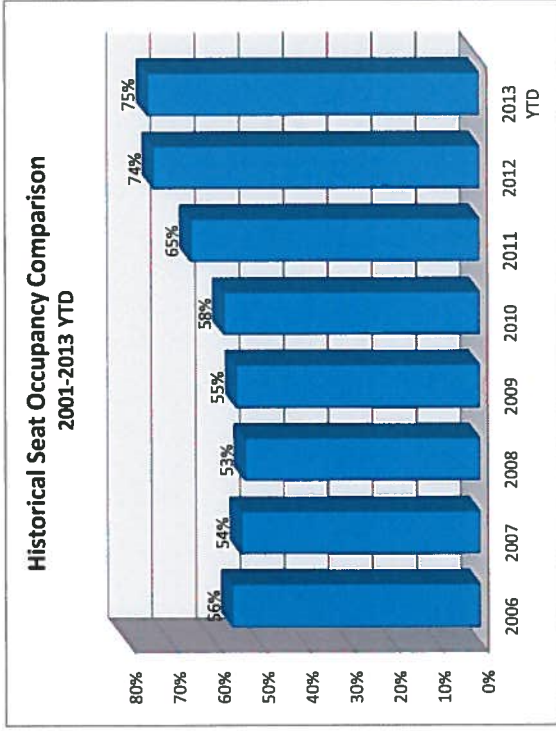
Friedman Memorial Airport

February 2013

2013 Seat Occupancy

Category	Alaska Airlines				SkyWest Airlines				Annual Seat Occupancy Totals				Annual Seat Occupancy Percentages Year-to-Year Comparison			
	Departure Flights	Seats Available	Seats Occupied	Percent Occupied	Departure Flights	Seats Available	Seats Occupied	Percent Occupied	Total Seats Occupied Y-T-D	Total Seats Occupied Prior Y-T-D	Y-T-Y % Change	Current Y-T-D % Occupied	Prior Y-T-D % Occupied	Y-T-Y % Change		
Jan-13	59	4,130	3,150	76%	107	3,210	2,113	66%	5,263	5,327	-1%	71.70%	73.37%	-2%		
Feb-12	55	3,850	3,374	88%	116	3,480	2,366	68%	11,003	10,431	5%	75.00%	74.99%	0%		
Totals	114	7,980	6,524	82%	223	6,690	4,479	67%								

Note: Total of 70 Seats Available on aircraft Total of 30 Seats Available on aircraft Legend: Y-T-D = Year-to-Date Y-T-Y = Year-To-Year





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BUSINESS | 3/01/2013 @ 12:23PM | 504 views

Sequester This: Is the Budget Battle Embroiling Business Aviation in a Bogus Brouhaha?

 **Charles Alcock** BusinessAviation

“]



Business jets packed out New Orleans's Lakefront Airport on Superbowl Sunday, but now the industry is bracing for the possible impact of sequestration budget cuts. [Photo: JMT Aviation and Hawthorne Global Aviation Services]

Desperate times call for desperate measures, or so they say; and in the realm of politics this tends to mean desperate lobbying. So it is little surprise that with the prospect of up to \$85 billion in automatic sequestration budget cuts looming large in the U.S., the business aviation sector has once again felt the need to engage with

government officials and lawmakers in a bid to avoid ending up at the thin end of the wedge.

The past week has seen everyone from [Transportation Secretary Ray LaHood](#) to air traffic [controllers](#) and representatives of the [aircraft maintenance industry](#) weighing in with dire warnings over the consequences of the cuts for the nation's air transport infrastructure. It seems safe to assume that safety standards will not be undermined by sequestration, but that convenience very well might be (and we'll get back to that word convenience in a minute).

Is The Sky Really Falling?

Beyond the rhetoric, the extent to which business aviation itself would actually be impacted remains largely unclear. For instance, LaHood has warned that the \$600 million in cuts in store for the Federal Aviation Administration through the end of the current fiscal year would inevitably

lead to furloughs that would result in the closure of more than 100 air traffic control towers at U.S. airports with fewer than 150,000 annual aircraft movements and the elimination of night shifts at around 60 others. According to the [National Business Aviation Association](#) (NBAA), the actual impact of reduced air traffic control staffing levels is still unknown, even by the FAA itself. Nonetheless, the industry group has warned its members that they should plan for some delays and loss of operational flexibility, just as the airlines and their passengers will have to do.

My first mental picture of what post-sequestration American air transportation might look like was the prospect of enduring airport encounters with the Transportation [Security](#) Administration that would be even closer to Dante's nine circles of hell than they are already. Cynically perhaps, some may say that one of the best advertisements for business and private aviation is a nightmarish experience with the airlines.

War Of Words

That gets me back to the word "convenience." In my view, one of the more dispiritingly inane aspects of the recurring debates over sequestration concerns the standoff over tax bonus depreciation, under which buyers of capital equipment, including business aircraft, can enjoy accelerated 50 percent depreciation in the first year of ownership. With the U.S. budget crisis already looming large during last year's election season, this issue came to embody the fractious relationship between the Obama Administration and the business aviation community. At the time, the Obama campaign indicated that it might be inclined to scrap bonus depreciation, which it characterized as a helping hand for the undeserving rich—or at least that's how the business aviation lobby portrayed its position on the issue. Nonetheless, after all the huffing and puffing of the campaign was done, Obama quietly renewed tax depreciation for 2013.

Then just last week, NBAA and the General Aviation Manufacturers Association were as one voice in righteous indignation over a reported White House comment that companies use business aviation because "it is extremely convenient and they can afford it." This was portrayed as yet more evidence of President Obama's alleged prejudice against business aircraft users and, by extension, against an industry that undoubtedly is a significant generator of jobs and wealth.

But how is it disparaging to describe business aviation as a "convenience?" Surely that is a good part of its very essence and something to be celebrated rather than viewed as a slight. On past evidence, Obama may have mischievously (and in my view ill-advisedly) dropped a hint about possible future suspension of the bonus depreciation simply to stir the pot in the great standoff with his opponents in the great budget battle. He has certainly missed a trick in not taking the chance to hail the great American success story that business aviation remains. Equally, I find business aviation lobbyists at fault for theatrically taking offense at any reference to the tax break. Why be so defensive about the merits and joys of business aviation? In the unlikely event of me ever becoming a high-net-worth individual, I wouldn't give two hoots about whether a politician disapproved of my use of a private jet—in fact, if they did it would probably make me want to use it more.

Depreciation: Uneven-Handed Debate

If the industry's fears over the future of bonus depreciation prove to be well founded, this begs a number of important questions. Firstly, would the Obama Administration also scrap it for other capital investments, or would it

really seek to single out aircraft? Even if that were the case, would the absence of this tax break really be such a serious blow to the industry? U.S. manufacturers are adamant that the bonus depreciation has proved to be a significant sales incentive, especially during the lean years since the financial crisis. Maybe so, but the policy can't make customers buy American, and not all business aircraft are built in America (though very many of them still are).

What's more, my colleague Jeff Wieand, who writes on tax and legal matters for [Business Jet Traveler](#) magazine (part of the AIN group), has questioned the impact of bonus depreciation. He has pointed out the [following caveats](#), for instance: that it does not apply to foreign customers (who now account for more than half of total business aircraft purchases); that it doesn't apply to used aircraft; that it merely accelerates an existing tax benefit, rather than creating a new one; that it is only of value to companies already doing well that have profits that need sheltering; and that it could actually drive up aircraft prices.

Fresh Air

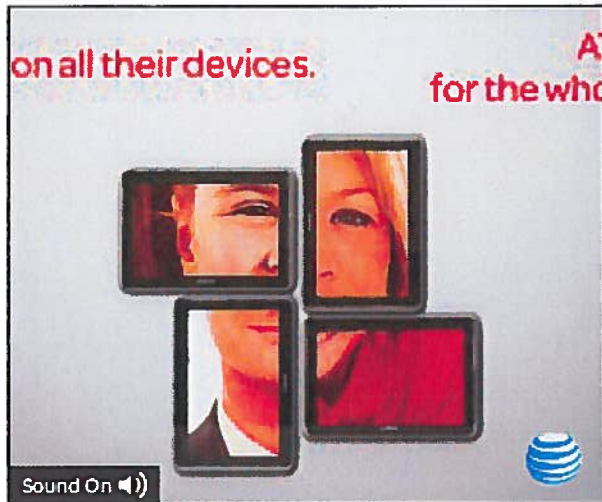
I have no idea how America's leaders will disentangle themselves from the sequestration soap opera in which they knowingly cast themselves. But at more life-sustaining altitudes than the oxygen-starved environment of [Washington](#), D.C., business aviation executives are quietly telling me that demand is, in any case, bouncing back in the U.S. marketplace. "What's the greatest emerging market for business aviation these days?" I asked a leading [European] private charter broker recently. "I don't know," he replied. "But I'll tell you what the greatest re-emerging market is: the [United States](#) of America."

This article is available online at:

<http://www.forbes.com/sites/businessaviation/2013/03/01/sequester-this-is-the-budget-battle-embroiling-business-aviation-in-a-bogus-brouhaha/>

The Washington Post

[Back to previous page](#)



Inspector general report confirms rise in air traffic control errors

By [Ashley Halsey III](#), Published: March 4

Federal investigators confirmed Monday that errors by the nation's air traffic controllers have increased sharply, challenging the Federal Aviation Administration's contention that most of the jump was due to better data collection.

In [an audit released Monday](#), the inspector general for the U.S. Department of Transportation said that "the increase in reported errors was linked, in part, to a rise in actual errors rather than increased reporting."

The report renews concerns about aviation mistakes at a time when the FAA has warned that [sequestration](#) may require controller [furloughs](#) and closing control towers at smaller airports.

An official familiar with the report said it raises questions about the manner in which the FAA collects reports and classifies the mistakes made by the controllers responsible for safe air travel.

"The report is kind of an indictment of how they categorize and deal with these errors," said the official, who asked not to be identified because he is not authorized to speak publicly.

The inspector general's report cited a 95 percent increase in controller errors reported in 2010 at the facility that supervises air traffic into the area's three major airports: Reagan National, Dulles International and Baltimore-Washington International Marshall. It was the fifth-highest increase from

2009 to 2010 in the nation, outranked only by error increases in Southern California, Central Florida, Houston and Miami.

The inspector general was asked by Congress to review the FAA's [error-reporting](#) process [after testimony](#) last April caused concerns about the agency's accuracy. That hearing followed reports in [The Washington Post](#) that raised questions about the accounting, and after the National Transportation Safety Board began a formal investigation of incidents in which planes came dangerously close to each other while in flight.

The FAA issued a statement in response to Monday's inspector general's report, reiterating its position that better data collection caused a "dramatic increase" in the number of controller errors reported. It said, however, that the increase came last year, two years after the period studied by the inspector general.

The [majority of errors](#) do not put passengers at great risk. But there were enough serious incidents that the NTSB stepped in to investigate.

It looked into an incident near National Airport in which an airliner carrying Rep. F. James Sensenbrenner Jr. (R-Wis.) swerved to avoid another jet after the on-board collision avoidance system was activated. The NTSB also reviewed [an incident](#) in which a White House plane carrying first lady Michelle Obama and Jill Biden, wife of the [vice president](#), was allowed to stray too close to the turbulence of another plane.

There were 1,234 recorded operational errors in fiscal 2009, and although there were more than a million fewer flights in 2010, the number of reported errors jumped to a record 1,887.

In the past, controllers [faced punishment](#) for such errors, and supervisors recognized that it was in their best interest to keep a lid on the number of errors that were reported. Now, controllers are encouraged to report their errors without fear of retribution.

The FAA said it moved to what it calls a nonpunitive culture for reporting errors for a strategic reason. They said that implementing a revolutionary \$40 billion system known as [NextGen](#) requires that they first need a complete picture of how mistakes are being made.

In its response to the inspector general's report, the FAA did not address the investigators' contention that there had been an increase in the number of errors by controllers in 2009-2010.

"In January 2012, the FAA significantly changed the way it reports, analyzes and acts upon safety data," said the FAA statement sent to reporters. "As a result, the FAA has seen a dramatic increase in reporting, and is now collecting unprecedented amounts of qualitative safety data. . . . Validation and analysis have greatly enhanced the agency's ability to identify and prioritize risk, then mitigate it."

FAA Administrator Michael P. Huerta and U.S. Transportation Secretary Ray LaHood have underscored that they will not allow cuts caused by sequestration to compromise air-travel safety.

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March 8, 2013



Janet Napolitano: Sequestration Already Causing Airport Delays

By ALICIA A. CALDWELL 03/04/13 02:03 PM ET EST **AP**

WASHINGTON — U.S. airports, including Los Angeles International and O'Hare International in Chicago, are already experiencing delays in customs waiting lines as a result of automatic federal spending cuts, Homeland Security Secretary Janet Napolitano said Monday.

Both of those big-city airports routinely suffer security line delays. The Federal Aviation Administration reported Monday there were no significant flight delays in either Los Angeles or Chicago.

Napolitano, who spoke at a Politico-sponsored event on the 10th anniversary of DHS, said delays will become worse. The Transportation Security Administration and Customs and Border Protection agencies, which are part of the Homeland Security Department, are in the process of issuing furlough notices and have cut overtime for employees.

CBP said in a statement later Monday that weekend delays in Los Angeles and Chicago were caused by "reduced primary booth staffing" because of cuts to overtime. CBP said wait times for passengers on 56 arriving flights at John F. Kennedy International in New York exceeded two hours, and passengers on 14 flights waited more than three hours. Delays at Miami International Airport of more than two hours were reported for 51 flights, and passengers from four flights experienced waits of about three hours. CBP said such waits were longer than usual.

TSA, which is responsible for screening passengers entering airports, said travelers can expect longer security checkpoint lines as the agency reduces overtimes and freezes hiring. TSA said in a statement that it expects to have about 1,000 vacancies by Memorial Day and as many as 2,600 by the end of the budget year in September.

Napolitano said she expects a cascading effect during the week, with wait times expected to double in worst cases.

Filed by Mollie Reilly |



March 22, 2013, 4:39 p.m. EDT

Will snowstorm-style airport delays be new normal?

Budget cuts could mean many more hours at the airport food court

By Kelli B. Grant

Visiting Tampa International Airport's aquarium, taking a yoga class at the San Francisco International Airport or grabbing a burger at the soon-to-open Shake Shack in John F. Kennedy International Airport could well be a highlight of your summer vacation. Experts say that if anticipated air-traffic controller cuts come to pass, travelers will probably spend as much time waiting at the airport on a sunny day as they normally do during a snowstorm.



Reuters

The Federal Aviation Administration has said that the budget cuts under sequestration will force it to implement unpaid leaves for civilian air-traffic controllers. The agency predicts such cuts will spur [flight delays of up to 90 minutes](#) at busy airports, according to The Wall Street Journal. Trade group Airlines for America and several airlines have disputed that the furloughs are necessary, and say cuts can be made elsewhere, the paper reports. (It's not the only airport woe impacting travelers: The Transportation Security Administration also expects lengthier security lines as a result of [budget cuts](#).)

While it's still too early to tell if the FAA will implement the furlough plan, experts say travelers should be prepared. Fewer controllers on duty means fewer flights can take off or land during a given period. The effect is likely to be similar to that of a severe thunderstorm or snowstorm -- with delays at one airport triggering delays at others in widening circles, says Rick Seaney, chief executive of fare-tracking site FareCompare.com. "You're talking about taking something that happens once or twice a month, and making it an everyday potential," he says.

Consumers flying in to or out of a smaller regional airport are likely to see the most delays and cancellations, says George Hobica, founder of AirfareWatchdog.com. With limited slots for take-offs, airlines tend to prioritize long-haul flights, since they carry more passengers (and so, if canceled, are apt to start a more expensive domino chain of overbooked flights and lost revenue). "When airlines cancel flights, it's always the regional jets that get canceled first," he says.

If there's a silver lining, it's that airlines have already scaled back their f

light schedules in recent years, in an effort to boost profits by flying fuller planes. As a side effect, [on-time performance](#) improved. During 2012, 81.85% of flights arrived on time, up from 73.42% in 2007, according to the Bureau of Transportation Statistics. In January 2013, the latest month for which statistics are available, 80.98% of flights arrived on time. Those airline cuts could make sequestration-related delays less severe, says Seaney.

Travelers looking to delay-proof their trip should book an early flight, says Tom Parsons, chief executive of BestFares.com. "If you really want to be there, the first flights of the day are always on time," he says. Check on-time performance for a flight at the airline's site, and for the airline and airport at [BTS.gov](#). Hobica suggests opting for



nonstop flights when possible. "Drive the extra three to four hours to a bigger airport to avoid connecting from a regional jet to a larger mainline carrier," he says.

Best U.S. airports for business travelers

MarketWatch's Christopher Noble and Jim Jelter discuss which U.S. airports offer the best services for business travelers. (Photo: Getty)

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Bloomberg

Airport Screening by Government Will End If Mica Gets Way

By Laura Litvan and Jeff Plungis - Mar 26, 2013

Representative [John Mica](#), one of the [Transportation Security Administration](#)'s most persistent critics, said he'll propose legislation to return all U.S. airport screening to private companies.

It would be Mica's biggest step toward dismantling the U.S. agency formed to take over aviation security after the Sept. 11, 2001, terrorist attacks. The [Florida](#) Republican, who now leads a panel of the only House committee with unlimited scope and subpoena power, said he'll announce as many as a half-dozen hearings into TSA operations starting next month.

"I'm telling you, whether you are a Democrat, a Republican or if there are a few independents left, people have had it right up to their eyebrows with TSA," Mica said in an interview. "It's not a partisan issue."

Mica's proposal to have private companies do all airport screening, as they did before the Sept. 11 attacks, goes beyond a measure he added to legislation passed last year making it easier for airports to opt out of using government screeners.

Expanded use of private screeners could benefit [Covenant Aviation Security LLC](#), which has won at least \$692 million in contracts since 2002, more than any other screening company, according to data compiled by Bloomberg.

Closely held Covenant maintains offices in Casselberry, Florida, which is in Mica's district, and provides screening at San Francisco International Airport, the largest U.S. airport with private security.

Mica said his legislation would set a deadline for airports to return to private screeners, probably within two years, and will have "strong momentum."

New Clout

While Mica's proposal on private screening goes beyond proposals even from fellow Republicans, his push comes with some newfound clout.

As chairman of the House transportation committee in 2011-12, Mica lambasted the agency so often its officials stopped showing up at his hearings.

TSA officials said he lacked authority to oversee them. He does now, in his new role leading a subcommittee of the Oversight and Government Reform Committee.

Mica's renewed determination to reduce the size and mission of the TSA comes during a rare moment of agreement with Administrator [John Pistole](#) over the agency's decision this month to allow [small knives](#) back on planes.

Mica, 70, said he's reached "the end of my patience" with Pistole, who three times in 2011 and 2012 refused to appear at his hearings.

'Subpoena Power'

"I have clear jurisdiction, investigative jurisdiction with subpoena power," Mica said. "I intend to use whatever it takes to get answers to try and change the agency."

TSA officials declined to respond to most of Mica's comments and positions. "TSA will provide representatives for testimony or hearings upon receiving notice from congressional committees with jurisdiction over the agency," [David Castelveter](#), an agency spokesman, said in an e-mail.

The TSA has about 58,000 full-time equivalent employees, according to the Homeland Security Department's most recent budget. It has about 50,000 security officers at 446 airports. Mica contends the agency could function with no more than 5,000 people.

The TSA "should not be conducting the screening," he said. "They should be setting the standards, conducting the oversight. TSA should be a security and intelligence agency."

Global Practice

[Germany](#) allowed screening to be performed by private contractors in 1995 and by 2000 most airports had followed that model, according to Robert Poole, director of transportation policy at the Los Angeles-based Reason Foundation, which advocates for smaller government.

The Canadian Air Transport Security Authority hires private firms to do screening, Poole said in an interview. Most other airports outside the U.S. use private screeners under contract to airports, or airport authorities perform the screening under oversight from a national agency. Poole said. He said he wasn't aware of any other industrialized nation where an agency regulates security and also performs screening.

Mica's effort to privatize screening, while capitalizing on public frustration with checkpoint procedures, probably won't overcome other factors that will spark fierce opposition, said Kip Hawley, TSA administrator for four years under President [George W. Bush](#).

"The fact that the TSA work force is now unionized adds a new political dimension to the debate," Hawley said.

Screeners' Performance

The Government Accountability Office in December [recommended](#) the TSA provide more guidance to airports and develop ways to monitor performance of private screeners in comparison to government employees.

Representative Bennie Thompson of [Mississippi](#), the top Democrat on the House Homeland Security Committee, urged Pistole not to let any more airports convert to private screening until costs and benefits could be better determined.

Mica says he's singularly suited in Congress to probe the TSA because he helped write the law creating the agency within the new Homeland Security Department after the Sept. 11 attacks.

Before Sept. 11, airlines were responsible for [aviation security](#) and hired companies to operate checkpoints. While the law made airport security a government responsibility, Mica and other House Republicans sought to preserve a role for security companies. The law establishing the TSA required five airports to have private screeners under a two-year pilot program.

April Hearing

The number later grew to 16 before Pistole, in January 2011, froze new participation. Mica pushed an amendment into the [Federal Aviation Administration's](#) reauthorization bill requiring the TSA to let airports switch to private screeners, unless the agency could prove the change wouldn't be cost effective or hamper security.

Mica said he'll call his first hearing in April to question the administration's claim that automatic spending cuts to government programs will require the TSA to furlough screeners and [cause long lines](#).

He said he wants to ask agency officials why they signed a \$50 million contract to buy uniforms a week before the so-called sequestration took effect. The TSA says an old contract expired, and without a new one it couldn't continue to buy uniforms for its workers.

Later, Mica says he wants to focus on the agency's contracting practices, including its purchases of body scanners used to check passengers for objects hidden under their clothes. The TSA canceled a contract with [OSI Systems Inc \(OSIS\)](#)'s Rapiscan unit last year and ordered its scanners removed from airports after the company couldn't meet a deadline to write software that would make images less revealing.

Pizza Boxes

A [former real estate developer](#) first elected to Congress in 1992, Mica is known for a brash style that put him at the center of partisan clashes after Republicans took control of the House in 2011.

In 2012, Mica helped trigger a two-week partial shutdown of the FAA, leading [House Republicans](#) in a feud with Senate Democrats over union organizing rules and rural-flight subsidies that continued until the agency's authority expired.

Mica ridiculed the TSA at a news conference for putting help-wanted ads on pizza boxes. On occasions Pistole was asked to testify at hearings and declined, Mica had a name card and empty chair placed at the witness table.

Mica says the TSA has yet to prove it can stop terrorists from boarding flights with explosives, pointing to the incident on Dec. 25, 2009, in which a Nigerian man attempted to detonate plastic explosives hidden in his underwear while on a [Northwest Airlines \(NWA\)](#) flight to [Detroit](#).

"They're still looking for ways to take down aircraft, I firmly believe it," Mica said of terrorists. "It has a dramatic impact psychologically and economically it's devastating."

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Sequestration and Aviation: Tower Closures Just the Beginning

AVIATION INTERNATIONAL NEWS » APRIL 2013

by **BILL CAREY**



April 1, 2013, 5:00 AM

The FAA lowered the boom on airports serving mainly GA, business and regional airline traffic, announcing on March 22 that **it will close 149 ATC contract towers** as part of its effort to slash spending by more than \$600 million in the current fiscal year under the federal government's "sequester" mandate. The action could spell the end of the agency's 30-year-old

contract tower program. Part 91 and other operators will have to adjust the way they fly to newly non-towered fields or consider flying to airports that do have towers.

The agency said it will start closing the towers on April 7. The 149 facilities represent 59 percent of the 251 total federal contract towers. Twenty-four contract towers that were previously targeted for closure were spared. Another 16 that are funded through a cost-sharing program are subject to a 5-percent cut through sequestration but will not close. Forty-nine of the FAA's own ATC facilities that were targeted for possible closure are subject to negotiation with the National Air Traffic Controllers Association (Natca), so remain open.

"This is just unprecedented," said Spencer Dickerson, executive director of the U.S. Contract Tower Association (CTA). "It's an attack on the contract tower program, it's an attack on general aviation, it's an attack on rural airports like I've never seen before and we're going to do everything we can to stop the FAA from proceeding."

The FAA's decision to close the towers was confirmed after a last-ditch effort mounted by Republican Sen. Jerry Moran of Kansas. During debate on a new short-term funding measure to keep the federal government operating, senators introduced amendments seeking to protect specific programs from the impact of the sequester. **Moran proposed an amendment that would have added \$50 million to the FAA's operations account** to keep contract towers funded through September, the end of Fiscal Year 2013. While some amendments succeeded, Moran's never came up for a vote in the Democrat-controlled Senate.

House Republican leaders charged that the White House was complicit in stifling the measure to drive home the pain of sequestration. "The committee staff and I have looked at the budgets of the FAA. We believe they have flexibility to move money



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around, to keep some of these [towers] open, to keep all of them open maybe,” House Transportation Committee chairman Bill Shuster, R-Pa., told airport executives meeting in Washington on March 20. “I think the administration wants to scare some folks out there.”

FAA Challenges To Meet Goal

The next day at the same conference, Lawrence Krauter, CEO of Spokane International Airport, stood up and asked FAA Administrator Michael Huerta to think it over. “We have a contract tower in Spokane. We’re obviously concerned about the actions that have been proposed to close down the program,” Krauter said. “For us, it’s only fair to ask you personally to please reconsider this action. We understand that these types of things can be politicized by the White House; we understand this wasn’t your decision. But we don’t think that the FAA Administrator in all the power and authority granted to you really should allow this program to be disproportionately cut.”

Huerta explained the agency’s challenge in meeting the sequester target across three of its four major funding areas: operations, facilities and equipment and research. The Airport Improvement Program, which provides grants for airport development, is exempt from sequestration. “Within air traffic, within the complement of their budget, I have two choices: I cut contracts or I cut people,” he said. “We’re a personnel-heavy organization; about 70 percent of our budget is spent on people, and the contract side is the next largest. These are awful choices.” In making cuts, the agency has adopted the principle of causing “the least amount of impact to the largest number of travelers,” he said.

That principle disqualified Spokane’s Felts Field. Given that eventuality, Krauter told AIN the airport would explore a “legal remedy” to overturning the FAA’s decision.

Three companies—Midwest ATC Services, Robinson Aviation and Serco Management Services—manage 245 of the 251 towers in the FAA’s contract tower program; Air National Guard contractors manage the others under an interagency agreement. The program has a Fiscal Year 2013 budget of \$145 million, and employs about 1,315 full- and part-time controllers. About 25 percent of the contract towers are unionized, represented by Natca. While Serco is the American division of the UK-based Serco Group, a diversified government services company, the two other companies could be crippled by the sudden loss of contracts.

Contract tower advocates often point to an [audit report the Department of Transportation inspector general](#) issued last November to argue their case. That report, based on a review of 30 randomly selected contract towers and 30 comparable FAA towers, found that contract towers cost, on average, \$1.5 million less to operate due to lower staffing and salary levels. They also had a “significantly lower” number and rate of safety incidents. However, the IG advised that the FAA could strengthen its financial controls and safety oversight of the program.

Far-Reaching Effects

The pending tower closures have garnered early attention, but sequestration will affect aviation in other ways. The FAA plans to require most of its 47,000 employees to take an unpaid furlough day during each two-week pay period beginning on April 21. Reduced staffing levels at the agency’s 81 Flight Standards District Offices (FSDOs) will likely slow processing of airline/air charter and airmen certifications by the field offices.

“The FAA has told us, point blank, that certification will either slow or it could even cease in some cases and be limited to only certification activities that impact safety,” said Melissa Rudinger, AOPA senior vice president of government affairs. “We already have a clogged pipeline; we fully expect it to clog even more and, unfortunately for general aviation, we’re not as high on the priority list. A third-class [private pilot]

medical is certainly not going to get processed as quickly as a first-class [air transport] medical.”

Huerta told airport executives that sequestration “will impact air traffic control services, our implementation of NextGen, and our certification and aviation safety services.”

The contract tower closures are sequestration’s first and perhaps biggest bite. Dickerson said “it’s very unlikely [the towers] would come back” after being closed, and he expects the FAA will eventually target the surviving contract towers.

“It’s like they’re playing chicken with our lives,” said Todd Johnson, tower manager at Frederick Municipal Airport in Maryland. Johnson is a 33-year veteran controller who spent 20 years in the U.S. Navy managing aircraft. He said most of the contract controllers are military veterans. The Frederick tower, managed by Midwest ATC Services, was built with \$5.3 million in federal money through the 2009 American Recovery and Reinvestment Act. It opened last May; now it will be closed.

If this is the beginning of the end of the contract tower program, it began recently. On February 22, the FAA [published a list of 238 ATC towers](#) that have fewer than 150,000 total flight operations and fewer than 10,000 commercial flight operations per year—its criteria in considering which facilities to close. The list included 195 federal contract towers and 43 FAA-staffed towers, according to the CTA. The FAA has also said that it will eliminate midnight controller shifts at more than 60 towers.

In early March, airports on the tower closure list received a notification from the FAA signed by Huerta and FAA Air Traffic Organization (ATO) COO David Grizzle. Airport operators were offered the opportunity to submit arguments for keeping a particular tower based on a national-interest standard. “Negative impact on the national interest is the only criterion the FAA will use for deciding to continue services to an airport that falls below the activity threshold,” the letter states. It closes by referring the airports to a 1999 advisory circular (AC 90-93A) that provides recommended procedures for operating non-federal contract towers at airport expense.

Another airfield that didn’t make the FAA’s cut is Waukesha County Airport, near Milwaukee, Wis. The county-owned airport claims to be the busiest GA airport in Wisconsin and the state’s fourth busiest overall, with 57,377 operations last year. It is home base for 238 aircraft and two flight schools, a Flight for Life air-medical base and private owners and companies. Flight Options and NetJets provide fractional jet services. The tower is staffed by controllers from Midwest ATC Services and remains open from 6 a.m. to 9 p.m.

“We’ve been able through the federal contract program to provide an outstanding service to our corporate clients and our general aviation clients that’s helped the airport grow,” airport manager Kurt Stanich told AIN. “We’ve really become the hub of the corporate aviation world for southeastern Wisconsin and the region based on the services we provide, which is not only the control tower but the terminal, the good FBO facility, avionics repair, maintenance repair and jet management companies. We’ve attracted a lot of people here. They’ve come here partly because of the control tower and the good service that it provides.”

That activity will likely be diminished if the tower closes. Stanich believes pilots and operators in their pre-flight calculations will “have a greater propensity” to fly to a towered airfield. “I don’t even know how to assign a percentage to it or venture a guess, but I do believe we’ll see reduced traffic,” he said.

Ed Bolen, NBAA president and CEO, cited both economic and safety consequences of sequestration cuts in a March 12 letter to Grizzle. Of particular concern, Bolen said, is the agency’s tower-closure plan, which will shift the workload of controlling IFR flights and delivering clearances and releases from the closed towers to the FAA Terminal radar

approach control (Tracon) facilities responsible for the overlying airspace. He called upon the FAA "to clearly state the restoration policy" for airport equipment to ensure that airports with closed towers have in place a remote ILS monitor, AWOS/ASOS and ATIS automated weather observing and terminal information services and a remote communications capability to support IFR traffic. "NBAA plans to advise our membership that at least in the initial phases of sequestration closures/cutbacks, they will need to increase their fuel reserves and expect efficiency delays," Bolen wrote.

BOX ITEM:

Non-tower Operations

In the case of a tower closure, the airport reverts to a non-towered environment, and in most cases from Class D airspace to Class E. The FAA terminal or en route facility responsible for the overlying airspace becomes responsible for operations normally handled by the contract towers.

Pilots entering the airspace around a non-towered airport "self separate" by radioing their intentions over the common traffic advisory frequency, starting about 10 miles out. They announce when and where they enter the traffic pattern and as they fly the pattern to land. Pilots flying instrument approaches to newly non-towered airports may not have ATC service to the airport surface and must take care to see and avoid other traffic. They must obtain a clearance for the approach from the Tracon or other FAA facility responsible for the overlying airspace, then contact ATC upon landing to cancel the clearance. When departing a non-towered airport, they must be released by the responsible control facility.

"We're trained for it; we come up through the pilot ranks and get our instrument ratings and we fly in and out of uncontrolled fields all the time," said Waukesha (Wis.) County Airport manager Kurt Stanich. "But those uncontrolled fields, or pilot-controlled fields, generally have a lot less traffic than our airport does, and the airplanes that are flying are more consistent with each other."

NBAA advises that pilots operating under an IFR flight plan to a newly non-towered airport "will need to be prepared for the transition from the positive-control environment of instrument flight when approaching their destination." Pilots should keep their eyes outside the cockpit to see and avoid other traffic, monitor the radio to ascertain the positions of other aircraft in the vicinity, communicate their own position and cooperate with other pilots to establish the safest approach to the airport.

"It's important to note that most of the Class D towers facing closure did not provide separation services, merely advisories, so pilots were still responsible for maintaining separation from other traffic. However, knowledge of that extra set of eyes having followed their flight in the past may now lead to diminished situational awareness for some pilots," the association said.

"The challenge at a [previously] towered airport is, first of all many of these airports have had control towers for years, so folks are accustomed to operating in and out of a controlled environment versus a non-towered [environment]," observed Melissa Rudinger, AOPA senior vice president of government affairs. "And it has impacts on the efficiency of the operation. Obviously, if you're self-separating, it's not quite as efficient. You don't have somebody orchestrating the orderly flow in and out, timing departures with arrivals."

Rudinger said that in many cases, especially involving business aircraft, pilots may choose to fly to an airport that does have a tower. Or they may be required by their company's policy or its insurance policy to operate only into towered airports. She does not think that self-separation by pilots is unsafe, agreeing with others that pilots should be familiar with flying VFR in non-controlled airport environments.

“It’s not that it’s inherently unsafe,” said Rudinger. “Our bigger beef is that the FAA created this list [of tower closures] without doing any kind of safety assessment. It didn’t look at the location of the tower relative to other airports, relative to other types of airspace or air traffic operations. It didn’t even look at the mix of traffic beyond a rudimentary calculation.”

TAGS: AIR TRAFFIC CONTROL AVIATION TRANSPORT AIR SAFETY AIR TRAFFIC ORGANIZATION
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Safety Risks Uncharted For Tower Closings

By John Croft

Source: Aviation Week & Space Technology



April 01, 2013

John Croft Baltimore and Salisbury, Md.

Credit: John Croft/AW&ST

In the dark of night last February, the pilot of a single-engine light aircraft skidded to a stop on the main runway at the Salisbury-Wicomico County Airport after his gear collapsed on landing. The pilot got out with the aircraft still on the runway, shut off the lights and walked to a nearby facility for help.

An incident that would have qualified as an inconvenience at most small general aviation (GA) airports, in this case could have been disastrous in the rural town 90 mi. east of Washington. Along with general aviation and military operations, Salisbury's control tower (above) handles regional airline flights.

"We knew something wasn't right because [the pilot] never called 'clear of the runway,'" says Bill Penna, air traffic manager at the airport, one of two controllers on duty that night. "We had a US Airways Express Dash 8 that called in ready for takeoff to Philadelphia on the same runway, and we said, 'Something's not right. Just hold everything and we're going to [check] the runway with our trucks.' The ground support guy drove out to look and there was an airplane on the runway. [So] US Airways was delayed."

The keen intuition of former military controllers like Penna could disappear at a large number of U.S. airports this spring as the FAA halts funding for 149 of the 251 "contract" towers—those staffed by civilian controllers—starting April 7.

Behind the action is the agency's need to trim \$637 million from its \$15 billion fiscal 2013 spending plan due to mandatory cuts that went into effect March 1 under a federal deficit reduction measure known as sequestration. A note to controllers from the National Air Traffic Controllers Association, which represents federal as well as civilian employees in this field, told them that expected savings from the closings will be \$32.8 million this fiscal year. The FAA says it will cut funding for 24 towers on April 7, another 46 by April 21 and the remaining 79, including Salisbury, on May 5.

"While we regret the need to cease FAA funding of these towers, we have worked to ensure that the airport environment remains safe as we make the transition," says the safety agency in guidance to airports published on March 27.

Tower managers at two airports that Aviation Week visited on March 26 doubted the FAA's claim, saying that there had been no discussions at their level about the relative merit of the closures from a safety standpoint, and no coordination or processes offered to begin an orderly shutdown.

"We followed a massive checklist to open this tower in 1999," says Penna. "It took months to get everything right, including letters of agreement with other facilities and two meetings with local pilots. Now we're not doing anything. There's no checklist."

In its March 27 letter, the FAA says it has "worked to ensure that the airport environment remains safe as we make the transition" and that "many air carriers operate at non-towered airports today and use non-towered airports as diversion airports."

A key transition problem with airports such as Salisbury and Martin State, a general aviation and Maryland Air National Guard (ANG) airport 15 nm north of the Baltimore-Washington International Thurgood Marshall Airport, will be the high number of GA operations taking place. The ANG flies A-10 Thunderbolts and C-27J Spartans from the GA airport, which also is home to several corporate flight departments, including Black & Decker and Lockheed Martin.

"If you switch to CTAF [common traffic advisory frequency], the most dangerous aspect is military aircraft mixing with general aviation," said a controller on duty at Martin State March 26. "We have A-10s coming into the initial approach at 280-300 kt. and we have gyrocopters and vintage aircraft flying at 60-70 kt. on final." That facility's tower is set to close April 21.

Similar issues with commercial aircraft occur at Salisbury. "A lot of what we do here is train pilots," says Penna. "If you take me out of the equation, that commercial pilot has to anticipate what that knucklehead who is just learning how to fly is going to do. He could be lining up on the wrong runway or cutting in front of a Dash 8 on final approach."

Administrators of the contract tower program see the FAA's actions as political posturing to force Congress to reverse the mandatory sequestration cuts. "It doesn't take a rocket scientist to realize that if you close 149 towers there are going to be safety problems," says Spencer Dickerson, president of the American Association of Airport Executives. That organization has managed the contract tower program for the FAA since its launch 30 years ago, with Dickerson involved throughout.

"In 30 years, we have closed three contract towers," says Dickerson. "Now we're closing 149 in one month. The whole thing is nonsensical. Aviation safety should not be politicized."

Cutting contract towers also appears political in light of a 2012 Transportation Department Inspector General's report that concluded contract towers offer the same services as federal facilities but at a lower cost and "significantly lower number and rate of safety incidents."

The FAA in a March 5 letter to airports stated that it would eliminate funding for 189 contract towers—those at locations with fewer than 150,000 total operations per year and fewer than 10,000 commercial operations per year, unless the facility could demonstrate a "negative impact to the national interest" from the closure. National interest exemptions were considered for key reliever airports for large hubs, facilities with national security importance or where closure could cause widespread economic impact. Salisbury reported 6,700 commercial operations in 2012 out of a total of 50,000. Commercial operations include US Airways Express's average of 13 arrivals or departures per day and FedEx's six Cessna Caravans operating daily. US Airways also performs line and heavy maintenance on the Bombardier Dash 8s at the airport.

Dickerson says the FAA received more than 1,000 submissions from people seeking exemptions for their airports. The agency eventually selected 24 of those facilities for continued funding due to "national interests" and an additional 16 that would stay open due to congressional set-asides. "The question is, did they do a safety review—a process that takes months?" asks Dickerson. "We don't have any indication they did any of that. A lot of people are going to sue the FAA over this."

The Spokane (Wash.) Airport Board did just that, filing a lawsuit on March 25 that asks a federal appeals court to review the FAA's decision to deny the board's request for an exemption to keep the contract tower funded at Felts Airfield, a facility it owns and operates.

"From our perspective, the closures are firm unless the airport operator obtains the funding to stay open locally, or unless there are court orders or other actions to stay the closures," the FAA tells Aviation Week.

Dickerson says it is possible that local and state funding could rescue some towers. If private funding exists, the FAA has an option for towers to be converted to "non-federal" status, tailoring operational hours and staffing to available budgets and possibly keeping government-owned equipment in place. If no funding surfaces, the agency says it will begin "disconnecting and removing" equipment 90 days after shutdown.

The balkanization of the air traffic network is counter to the action wrought in the 1970s and 1980s, when the FAA brought a large number of non-federal towers back under its control in order to standardize operations, says Dickerson.

If the towers do close, Dickerson says, 750-1,000 controllers will lose their jobs; 75-80% of that group are veterans who learned their craft in the U.S. military. "Veterans are getting thrown out on the street," he says.

Penna points out that most controllers are well above the 31-year-old maximum age limit for entering into FAA controller training. He jokes that he is not sure what WalMart he'll be working at come May 5.

Up until that time, he and his staff will stay at their stations. "It's like the band continuing to play as the Titanic went down," says controller John Snider, an ex-military controller who has worked with Penna at Salisbury for 17 years. "Everyone is going to get fantastic service right up until we close."

Tap on the icon in the digital edition of AW&ST for a map of the 149 federal contract ATC towers being closed by the FAA, or go to AviationWeek.com/towers

Tap on the icon in the digital edition of AW&ST to see our visit to two Maryland contract control towers set to close this spring, or point your browser to ow.ly/jtaMB

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Idaho Falls officials scramble to keep air traffic control tower open

5 HOURS AGO

IDAHO FALLS, Idaho (AP) — Eastern Idaho officials say they are looking for ways to keep open the air traffic control tower operating at the Idaho Falls Regional Airport.

The airport is one of four in Idaho on the Federal Aviation Administration's final list of 149 air traffic control facilities that will be closed at small airports around the country. The Idaho Falls tower is scheduled to lose federal funding May 5.

[The Post Register reports](#) that Airport Director Craig Davis says the airport will shift money from maintenance and other areas to keep the tower operating through Oct. 1.

Davis says Idaho Falls officials are committed to paying the tower's operating expenses after that.

But councilwoman Sharon Parry says the city hasn't made a decision.

Davis says it costs about \$425,000 annually to keep the tower operating.



FLY SUN VALLEY ALLIANCE BOARD MEETING MINUTES
 Thursday, February 21, 2013 8:00am, Friedman Memorial Airport

Board Members Present: Eric Seder, Dick Fenton, Peter Scheurmier, Jack Sibbach, Tim Silva, Maurice Charlat, Arlene Schieven, Rick Baird, Martha Burke, Deb Fox, Lisa Horowitz, Jacob Greenberg, Staff: Carol Waller.

Board Members Absent:, Wally Huffman, Michelle Griffith, Patrick Buchanan

TOPIC DISCUSSED:

Consent Items:

- January Minutes: Maurice moved to approve, Deb seconded VOTE: All in favor
- Jan FY13 YTD Financials & Payables: Maurice moved to approve, Tim seconded VOTE: All in favor
- Board Financial Policies & Procedures: Board was presented with revised final draft. Jack moved, Peter seconded VOTE: All in favor.

Committee Reports:

Funding Committee

- Long-Term Funding/1% for Air Initiative: Next steps were discussed.

Programs/Fundraising

- Air Support Ski Pass Program: \$137,900 in pass sales to date to 42 businesses, up \$5500 from previous year.
- Realtors for Air: Response has been fantastic, over \$65,000 in commitments made to date by 187 realtors in 16 firms. FSVA will continue to keep all realtors updated on FSVA initiatives and will make a presentation to SVBR general membership meeting in March.
- Ski for Air Service Day (Jan 27): Carol reported the event was another great success, net proceeds \$36,000. Final detailed report was provided to board. Carol thanked SVC for providing the tickets and venue and FSVA Board members who were able to help contributing raffle prizes and/or volunteering at event: Eric Seder, Deb Fox, Patrick Buchanan, Michelle Griffith, Peter Scheurmier, Jacob Greenberg, Jack Sibbach.

Air Service Initiatives/Research/Promotions:

Alaska Airlines MRG performance update:

- Waiting to receive latest report and MRG projection from Mead&Hunt
- Diversion bussing items pursued to date include:
 - Carol has met with both Horizon and SkyWest to discuss issues/concerns.
 - SVMA has designed postcards which are being given to inbound diverted AS passengers with info on visitsunvalley website, and boarding pass deals.
 - Rick has added diversion bussing information from both carriers to new www.iflysun.com website.

There is still more work to be done to improve the procedures for inbound customers, Lisa volunteered to chair a sub committee on topic. Rick, Peter, Deb, Jacob and Carol will also serve on this committee.

New Service Update: Discussions are progressing

Network USA: Rick and Carol will be attending air service conference in March with Ron McNeil of M&H to meet with airlines

Air Service Marketing Update: SVMA & SVR continuing their winter marketing campaigns.

Airport Update: (Rick Baird)

- FMAA, airport owners, FAA are currently reviewing potential options for Airport Layout Plan to bring it closer into compliance with FAA standards for C-III aircraft. Expect 60-90 day accelerated planning effort.
- FMAA will be pursuing a study for reliability enhancement options; 1000 ft minimum would reduce diversions by 50% Study team will be at the airport in February, and expect to have Reliability Improvement Report in March.

Research:

- Winter SUN air passenger research project is underway

Rocky Mountain Air Service News: (compilations of articles related to air service in competitive set) provided.

Monthly Directors Report: Provided for review.

Respectfully Submitted, Carol Waller, FSVA Director



Monthly Report February, 2013

1. AIR SERVICE

AIR SERVICE RETENTION, IMPROVEMENT, DEVELOPMENT

- Received/reviewed Alaska Airlines booking/MRG advance bookings & projections for winter.
- Continued negotiations with AS for summer 2013 service schedule and MRG terms.
- Ongoing communication/work with airlines, M&H consultant re: booking & enplanement reports, analysis, etc
- Ongoing work w/consultants, FMA re: airfare monitoring reports, preparation for Network USA air service forum in March, continued discussions with airlines regarding enhanced service opportunities, etc.
- Attended various meetings re: air service with local officials, FMAA, etc.
- Updated FSVA website as needed with information
- Prepared presentation for Realtors for Air government affairs committee and general membership meetings
- Provided education/information via monthly FSVA Enews distribution and social media postings
- Assisted with sponsorship/promo opportunities for community events & airlines
- Communicated with air carriers on diversion bussing program

2. FUNDING

AIR SUPPORT TRANSFERABLE SKI PASS PROGRAM (2012-13): Coordinated company ski days for companies.

Results: Sold 58 passes to 42 businesses/orgs = \$137,900. A \$5,500 increase

REALTORS FOR AIR PROGRAM: Continued to promote, track & coordinate benefits for offices; provided air service update, tracked payments. **Results YTD: \$65,000+ received in pledges from 187 realtors in 16 offices.**

BUSINESS/CITIZENS FOR AIR PROGRAM: Continued discussing options for broader community program

FSVA COMMUNITY SKI DAY: Prepared final report, followed up with raffle winners.

Results: Over \$36,000 net income through raffle & lift ticket sales.

3. BOARD/ADMIN BUSINESS

- Developed/compiled/distributed all materials for monthly Board Packets; prepared minutes from meeting(s). Prepared Monthly Report. Reviewed Financials, approved invoices/signed & processed checks, reviewed payables list, presented to Board for review/approval. Made deposits as needed.

4. RESEARCH/OTHER

- Continued implementation of 2012/13 winter air passenger survey, assisted contract surveyor with data collection.
- Compiled FSVA Rocky Mtn Air Services News, and distributed to key stakeholders.
- Continued work on compiling/tracking relevant comparative data and information of air service

KEY PERFORMANCE METRICS PROGRESS

1. Retain **24,000** current seats on non-stop service from SEA and LAX in winter 2012/13 and summer 2013.
WINTER 2012/13 CONTRACT SUCCESSFULLY NEGOTIATED AND COMPLETED.
SUMMER 2013 NEGOTIATIONS UNDERWAY.
2. Reduce 2012-13 winter & summer MRG payout for contracted service **by 20%, (\$150,000)** through combination of negotiated MRG cap, modification of schedule, and yield pricing mgmt, assuming the cost per trip identified by airline remains constant with prior year. **REDUCED SUMMER 2012 MRG PAYOUT BY 75%; NEGOTIATED LOWER MRG CAP FOR WINTER 2012-13 CONTRACT.**
3. Conduct **1500 air passenger surveys** in 2012-13 at SUN (in conjunction with professional research firm) and work with FMA and consultants on other research to utilize in decision-making to improve air service and enplanements.
IN PROGRESS
4. Raise at least **\$150,000** in private sector funds for air service support program by 9/30/13.
RAISED/RECEIVED \$220,000 NET PRIVATE SECTOR FUNDS YTD THRU 2/28/13.



FLY SUN VALLEY ALLIANCE BOARD OF DIRECTORS MEETING
Thursday, March 21, 8:00am – 10:00am – SUN VALLEY INN, Columbine Room

AGENDA:

1. Consent Items:

- Approval of Feb Meeting Minutes (*attached*)
- Approval of Feb YTD financials & Feb payables (*attached*)
- Board Bios & photos - some still needed!
- FSVA City updates: April 4 in Sun Valley (4pm), May 6 in Ketchum (5:30pm)
- FY14 Budget – Ex Committee will have draft for board review at April meeting

2. Program Reports:

Funding

- Update
- Realtors for Air presentation

3. Air Service Initiatives/Research/Promotion

- Winter AS YTD Booking & MRG projection report
- Meetings with carriers on diversion bussing
- Summer 2013 negotiations with AS - *completed*
- Potential new service update
- Network USA airline forum recap
- SCASDP Grant for FY14
- Airport update – Rick
- Air Service Marketing Update – Jack & Arlene
- Research: SUN Air Pax surveys - *underway*
- Other

Other attachments:

- *Feb Report*
- *2012 & 2013 YTD SUN Enplanement & Seat Occupancy Report*

**Friedman Memorial Airport Authority
Summary of Concerns
Modification to Design Standards Request**

**Runway to Taxiway Separation Standard
and FAA Proposed Operational Restrictions**

The Friedman Memorial Airport Authority has submitted a request for a Modification of Design Standards for the Runway to Taxiway Separation Standard at the Friedman Memorial Airport to the FAA. This White Paper summarizes the concerns of the Authority as they pertain to operational restrictions proposed by the FAA based on the requested Modification.

DRAFT
April 4, 2013



Contents

Introduction	1
Problem Statement	2
Purpose of the MOS Process	2
MOS 1 Support from the Regional and ADO Level.....	2
MOS 1 Increases the Existing Level of Safety at SUN	3
Runway to Taxiway Separation Standard Rationale.....	4
ROFZ	4
Aircraft Tail Height	5
Current Airport Weight Restriction	5
AC 150/5300-13 and past FAA Design Program	5
Approach Procedure Impacts/TERPS	5
Visibility Minimums.....	5
Missed Approaches	5
TERPS	6
Negative Air Traffic Impacts.....	6
Head to Head Operations and Use of Existing Taxiways	6
Enforcement and Liability Issues	7
Summary.....	8

Introduction

In January, 2013, the Friedman Memorial Airport Authority (FMAA) submitted a Technical Analysis to the Federal Aviation Administration (FAA) Northwest Mountain Region (ANM) Airports Division, and Helena (HLN) and Seattle (SEA) Airports District Offices (ADO) for the Friedman Memorial Airport (SUN). The Technical Analysis was completed by FMAA in coordination with the FAA. The purpose of the Analysis was to investigate alternatives and provide technical information to the FAA in order to assist the agency in making a decision as to the best alternative(s) that will result in an increased level of safety at the airport for the type and size of aircraft that use the facility today. This study was initiated because the airport is deficient in many FAA airport design standards in its current configuration.

A primary impetus in pursuing the Technical Analysis is the law passed by the United States Congress in 2005 mandating all airports certificated under 49 U.S.C 44706 comply with FAA design standards for Runway Safety Area (RSA) as required by 14 CFR 139. SUN is certificated under 49 U.S.C 44706 and complies with 14 CFR Part 139 and must therefore meet the RSA mandate; currently the airport does not meet RSA standards.

In addition, since 2008, an Environmental Impact Statement (EIS), managed by the FAA ANM Airports Division, had been in progress to evaluate potential sites for a replacement airport for SUN. The replacement airport was being pursued to provide an airport that meets standards and accommodates demand. In August 2011, the EIS was indefinitely suspended by the FAA region (ANM) based on concerns associated with sage grouse habitat and initial cost estimates of the primary site under consideration. The suspension of the EIS, current deficiencies in standards at the existing site, and the fast approaching RSA mandate led to the development of the Technical Analysis.

As a result of the Technical Analysis, a preferred alternative to improve the existing site was selected by the FAA and supported by FMAA. Further, and of utmost importance to FMAA and the community, FMAA and the FAA have agreed upon a "dual path forward," under which coordinated efforts between FMAA and the FAA will continue to improve the existing site while continuing the planning process to find a new site and eventually move the airport in the future.

Due to existing site constraints and estimated costs determined during the Analysis, the full implementation of the preferred alternative requires the use of Modification to Design Standards (MOS). Five proposed MOS were developed in support of the preferred alternative and subsequently submitted to the FAA for review and approval on February 15, 2013. The MOS include:

- MOS 1 - Runway to Parallel Taxiway Separation
- MOS 2 - Parallel Taxiway Object Free Area
- MOS 3 - Runway Object Free Area (OFA) Width
- MOS 4 - Runway Safety Area (RSA) Grading
- MOS 5 - Runway to Aircraft Parking Separation

Methodologies used to develop these MOS included the Transportation Research Board (TRB) - Airport Cooperative Research Program (ACRP) Report #51 – Risk Assessment Method to Support Modifications of Airfield Separation Standards. Engineering Brief No. 78 – Linear Equations for Evaluating the Separation of Airplane Design Groups on Parallel Taxiways and

Taxiways to Fixed/Movable Objects was also used. The methodologies and rationale are addressed in detail in the MOS documentation and associated Technical Memorandum; further discussion is not included in this White Paper.

Problem Statement

On March 18, 2013, FMAA received feedback from FAA Airports Headquarters (ARP HQ) regarding the proposed MOS. All MOS were approved by ARP HQ; some contingent upon various conditions/restrictions.

Upon review of the MOS approvals and proposed restrictions, MOS 2 thru 5 were deemed acceptable to FMAA. However, the proposed restrictions associated with MOS 1, runway to taxiway separation standards, were deemed unacceptable. **Appendix A** includes a summary of the proposed restrictions as submitted by ARP HQ.

Currently the airport does not meet RSA standards because of the location of the parallel taxiways in the RSA. The Congressional RSA mandate cannot be met without moving the taxiways outside of the RSA. It is not cost effective to meet full runway to taxiway separation standards at SUN based on the constrained environment. This White Paper summarizes the concerns of FMAA regarding the proposed restrictions of MOS 1 - Runway to Taxiway separation.

Purpose of the MOS Process

The FAA defines Modification of Airport Design Standards as follows¹:

“Modification to standards” means any change to FAA design standards other than dimensional standards for Runway Safety Areas. Unique local conditions may require Modification of Airport Design Standards for a specific airport. A modification to an airport design standard related to new construction, reconstruction, expansion, or upgrade on an airport which received Federal aid requires FAA approval. The request for modification should show that the modification will provide an acceptable level of safety, economy, durability, and workmanship... Rationale may be used to show that the modification will provide an acceptable level of safety for the specified conditions, including the type of aircraft.”

Clearly, unique local conditions, in particular a constrained environment, exist at SUN that impact the ability of the airport to meet full runway to taxiway separation standards.

In quantifiable terms, the analysis completed in the Technical Analysis and associated Memorandum per the methodologies derived from ACRP Report #51 and Engineering Brief No. 78, found the Level of Risk to be “Acceptable” for all proposed MOS, including MOS 1.

MOS 1 Support from the Regional and ADO Level

Both the ANM Airports Division and the Seattle and Helena ADO support MOS 1. Planning and implementation of projects at SUN over the past 15 years has been done in close coordination and in partnership with Seattle and Helena ADO and regional staff. Past and current alternatives to address non-standards conditions have been a large part of the coordination efforts.

¹ Per FAA AC150/5300-13 and FAA Order 5300.1

We further request an additional review by ARP HQ relating to the current operational considerations and instrument procedures at the airport. Many of the proposed restrictions apply to instrument procedures minima that are unachievable at SUN due to surrounding terrain.

MOS 1 Increases the Existing Level of Safety at SUN

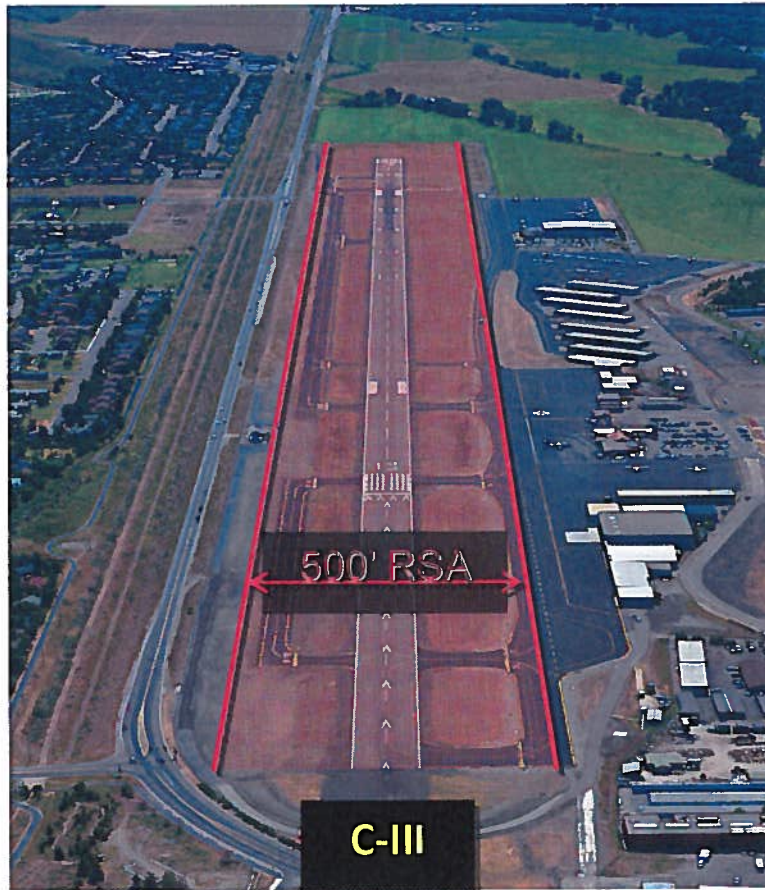
For the past 25 years, the airport has been operating in its current configuration with a non-standard standard runway to taxiway separation with separations as close as 185 feet. To date, the airport continues to have a safe operational record with no accidents attributed to the current non-standard runway to taxiway separation.

In the past, FMAA has developed plans to meet standards at the existing site wherever possible and provide an equivalent level of safety where standards can't be met. The current site is simply not conducive to providing the configuration necessary to meet full design standards in a cost effective manner. All proposed MOS as submitted to the FAA are seen as an interim solution while FMAA and the FAA continue the process of locating a site for the future airport.

An increase in the Runway/Taxiway Separation by an additional 70 feet from 250 feet to 320 feet represents a significant increase in separation and will result in increased operational safety at the airport. As previously mentioned, the analysis completed in the Technical Analysis and associated Memorandum found the Level of Risk to be "Acceptable" for all proposed MOS including MOS 1. Lastly, the proposed operational limitations are much more restrictive than procedures in place today.

Figure 1 below demonstrates the current RSA/Taxiway configuration at SUN.

Figure 1 - Current RSA/Taxiway Configuration at SUN



Source: T-O Engineers

Runway to Taxiway Separation Standard Rationale

Based on our research and according to FAA documents² and statements, the runway to taxiway separation standard is not based on aircraft wingspan. Rather, the runway to taxiway separation standard is designed to protect various airport imaginary surfaces and instrument approach operations. When considering runway to taxiway separation, the Runway Obstacle Free Zone (ROFZ) and aircraft tail height are primary considerations.

ROFZ

Based on existing and foreseeable instrument approach minima at SUN, the applicable ROFZ will not be penetrated by any part of an aircraft located on the taxiway with a 320 foot separation distance.

² FAA Airport Obstructions Standards Committee – Decision Document #04 Summary – Runway/Parallel Taxiway Separation Standards; Approved March 21, 2005.
FAA Engineering Brief No. 81, Use of Guidance for Runway Centerline to Parallel Taxiway/Taxilane Centerline Separation for Boeing 747-800.

Aircraft Tail Height

While specific to the Boeing 747, FAA Engineering Brief No. 81 allows for separation standards to be adjusted by accounting for only aircraft tail height and not wingspan. Obviously, the B747 does not nor will not operate at SUN. However, we would like to point out the FAA's flexibility in considering non-standard runway to taxiway separation based on tail height. Based on the clear ROFZ and no tail height penetrations to this and other applicable imaginary surfaces or instrument approach procedures at SUN, there appears to be no logical reason why a less than standard runway to taxiway separation cannot be considered at SUN.

Of the Airplane Design Group (ADG) III aircraft fleet currently using the airport, none of these aircraft have a tail height greater than 27.5 feet. Based on tail height, the most demanding aircraft using the field are all in ADG II (Tail Height 20 feet - < 30 feet).

Current Airport Weight Restriction

Further supporting the case for MOS 1 at SUN and the consideration is the current pavement strength limit of Runway 13/31. Current pavement strength limits aircraft to 95,000 lbs. dual wheel. By default, the current pavement strength limitation excludes any ADG III aircraft with a tail height exceeding 29 feet or a wingspan greater than 100 feet and is currently using the airport.

AC 150/5300-13 and past FAA Design Program

The past FAA Airport Design Program allowed users to calculate airport design standards for a particular airport based on a specific design airplane and airport data. When this design program is run for SUN, allowable runway to taxiway separation based on ADG III aircraft is 309 feet.

We understand that in the past, this design program and the clearance standard dimensions that were calculated have been used to justify previous MOS requests at other airports in the past.

Approach Procedure Impacts/TERPS

As previously discussed, current published approach procedures in effect at SUN have high minimums due to surrounding terrain.

Visibility Minimums

The lowest visibility minimums of all approach procedures and aircraft categories is 1 ¼ mile; this is for Category A aircraft. As such, the proposed restrictions related to arrival operations for any size aircraft in Categories A-E with visibility minimums lower than ¾ mile are not applicable at SUN.

Missed Approaches

Minimum Descent Altitude (MDA) and Decision Altitude (DA) for existing approaches are high at the respective Missed Approach Points.

For the existing NDB/DME or GPS-A and RNAV RNP approaches, not only are the MDA and DA high (2687 feet and 974 feet AGL respectively), the Missed Approach Points are at least two miles from the Runway 31 end. While the current RNAV GPS W Runway 31 approach has a

Missed Approach Point at the end of Runway 31, the MDA when the Missed is executed is 1790 feet AGL.

The high altitude of aircraft executing approaches and/or the Missed Approach Points associated with the approaches significantly reduces the likelihood of an on-airport accident induced by veer off during the approach.

TERPS

Based on all current published approach procedures in effect at SUN, minimums are too high to be affected by reducing the runway/taxiway separation to 320 feet from the standard 400 feet. Therefore, all TERPS Obstacle Clearance Surfaces will be clear and protected. Further, any future approach improvements require a review of the TERPS surfaces.

Negative Air Traffic Impacts

The restrictions proposed by ARP HQ as a condition of approval of MOS 1 will result in unacceptable air traffic impacts at the airport.

Head to Head Operations and Use of Existing Taxiways

Due to surrounding terrain in the valley and the single runway orientation, approximately 90% of operations at the airport occur on a one way in/one way out basis; that is, most arriving aircraft land from the south (Runway 31) and most departing aircraft depart to the south (Runway 13). This percentage is higher for air carrier and corporate jet activity at the airport.

As a result of the head to head operations at the airport and the location of the FBO on the south end of the field, transient general aviation aircraft are on the taxiways longer as they taxi to or from the north end of the runway. The proposed restrictions would introduce significant and unacceptable delays and reduced capacity at the airport. This is particularly true during periods of high traffic. Further, due to Sequestration, the SUN ATCT is scheduled to close on May 5, 2013. Lack of Air Traffic Control and likely impacts from void times and other air traffic delays will further impact capacity at the airport.

Like Aspen and other airports serving resort communities, periods of high traffic volume occur regularly throughout the year. With the amount of operations taking place at the airport during these periods, the proposed restrictions cannot be accommodated. **Figure 2** below illustrates traffic during an annual function in the Sun Valley area. At any one time during this annual event over 60 ADG II and III aircraft are at the airport. Similar activity levels occur throughout the year.

Figure 2 - High Traffic Example at SUN



Source: FMAAT-O Engineers

Enforcement and Liability Issues

Due to current deficiencies in runway to taxiway separation standards, with approval from the FAA, FMAA and Air Traffic Control Tower (ATCT) management have entered into an operational agreement (Letter of Agreement) whereby ATCT personnel sterilize Taxiways A and B from aircraft and vehicles when Category C *air carrier aircraft* are operating. This procedure has provided an increased level of safety for Category C *air carrier aircraft* operating into and out of SUN. It is important to point out that this procedure is *not* implemented for general aviation aircraft operations. The proposed restrictions would require additional operational restrictions for general aviation operations.

In April, 2012, a Safety Risk Management (SRM) panel as part of the FAA's Safety Management System (SMS) was held at the airport to consider the operation of the Regional Jet at the airport. At that SRM, ATCT management stated their opposition to additional responsibilities associated with sterilizing the taxiways for general aviation aircraft. It is not the responsibility of ATCT personnel to know the approach speeds and categories of all general aviation aircraft operating at the airport. The current operational agreement is only possible due to the relatively low number of scheduled air carrier operations compared to general aviation operations. Introducing the proposed restrictions and additional work load upon ATCT personnel is not supported by ATCT management nor is ATCT management willing or able to take on the additional liability associated with implementing and enforcing the proposed restrictions.

Upon closure of the ATCT on May 5, 2013, all responsibility for taxiway sterilization will fall upon individual aircrews. We are currently unaware of any examples where taxiway sterilization procedures are administered by someone other than ATCT personnel. As with ATCT personnel, it is not the responsibility of the aircrews to know the approach speeds and categories of any aircraft other than their own. To our knowledge, there is also no database of aircraft published by the FAA listing the Approach Category and Design Group of the aircraft. The level of

coordination between pilots via CTAF or UNICOM, especially during high volume traffic periods, is not remotely realistic or reasonable.

By introducing this potential Human Factors risk, it is logical to assume a *decrease* in the level of safety at the airport is possible due to the number of opportunities for human error to lead to an accident. It is also assumed responsibility for placing implementation of these restrictions upon aircraft operators will not be supported by NBAA and AOPA as aircrews should not be held responsible for additional liability associated with implementing and enforcing the proposed restrictions.

Lastly, enforcement of the proposed restrictions does fall under the purview of FMAA as the airport operator. This is a Flight Standards and Air Traffic issue. For liability reasons, airport staff cannot and will not enforce the restriction.

Summary

In summary, FMAA believes that the restrictions proposed by FAA ARP HQ are unnecessary, unrealistic, and cannot be implemented at the airport. MOS 1, as submitted to the FAA, represents a logical and cost effective approach to addressing current standards deficiencies at the airport. This MOS will significantly improve the safety at the airport. Further, and as previously discussed, all proposed MOS are seen as an interim solution while FMAA and the FAA continue the process of locating a site for the future airport.

As proposed, MOS 1 provides an acceptable level of safety by increasing runway to taxiway separation over current separations. Based on the information included in this White Paper, FMAA believes it prudent for the FAA ARP HQ to reconsider the approval of MOS 1 with more reasonable restrictions.

Appendix A
MOS 1 – FAA Proposed Operational Restrictions

Subject: FW: Hailey modification to standards for MOS#1 Runway to Taxiway Separation

From: Robert Bonanni/AWA/FAA
AAS-100, Airport Engineering Division
To: Bill Watson/ANM/FAA@FAA, Paul Johnson/ANM/FAA@FAA,
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Date: 03/18/2013 05:52 AM
Subject: Hailey modification to standards for MOS#1 Runway to Taxiway
Separation

MOS #1 as submitted for Friedman Memorial Airport (SUN) Hailey Idaho can be approved with the following conditions:

Approach Categories A&B:

- During arrival operations of any size aircraft in VMC conditions, or with visibility not lower than 3/4 mile.
- Taxiing (ADG) IV aircraft are prohibited on the parallel taxiway.

- During arrival operations of any size aircraft with visibility lower than 3/4 mile but not lower than 1/2 mile.
- Taxiing (ADG) III and IV aircraft are prohibited on the parallel taxiway.

- During arrival operations of any size aircraft with visibility lower than 1/2 mile.
- All Taxiing aircraft are prohibited on the parallel taxiway.

Departure Operations:

- Parallel taxiway must be clear of all aircraft during departures ADG IV and larger aircraft.

Reference table 3-6 in AC150/5300-13A

Approach Categories C,D, and E:

:

- During arrival operations of any size aircraft in VMC conditions, or visibility not lower than 3/4 mile.
- Taxiing (ADG) III aircraft are prohibited on the parallel taxiway.
- During arrival operations of any size aircraft with visibility lower than 3/4 mile but not lower than 1/2 mile.
- All Taxiing aircraft are prohibited on the parallel taxiway.
- During arrival operations of any size aircraft with visibility lower than 1/2 mile.
- All Taxiing aircraft are prohibited on the parallel taxiway.

Departure Operations:

- Parallel taxiway must be clear of all aircraft during departures ADG III and larger aircraft.

Reference table 3-7 in AC150/5300-13A

General Conditions:

An Air Traffic SOP describing operations in accordance with the above conditions must be attached to this MOS to be valid
 The sponsor must ensure the above conditions are met when the tower is not in operation through remarks in the AFD.
 The MOS becomes void after June 31, 2018 and must be reviewed and renewed against the current operations at that time.

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*****NOTICE*****

IMPROVEMENT OF INSTRUMENT APPROACH PROCEDURES

Friedman Memorial Airport (Sun Valley), Idaho

April 2013

Issue

How can instrument approach procedures to Friedman Memorial Airport (identifier SUN, for Sun Valley) be improved for better arrival reliability?

Background

The SUN airport is located in a deep valley with numerous close-in mountains. As a result, instrument flight procedures used by pilots to transition from enroute altitudes to a point near the runway typically have high weather ceiling and large visibility requirements (known as minima), resulting in a high percentage of flight cancellations or diversions during inclement weather.

Until recently, it was thought the airport might be relocated into a more flat area to the south with better instrument procedures, but the Federal Aviation Administration (FAA) suspended its work on an Environmental Impact Statement. It is now known that the airport must remain in its present location for the short- to mid-term.

This brief feasibility study was chartered to examine the existing procedures and consider others that might improve airport arrival reliability. It implements the next step following the *SUN Reliability Analysis Summary* by T-O Engineers and Mead & Hunt in early 2012. The study considers modifications to existing procedures, creative application of ground facilities, and the use of navigational aids which the FAA may have deemed inappropriate for federal investment. The study is neither a Terminal Instrument Procedures design study nor a ground facility siting study, but recommends those activities be pursued where appropriate.

Facts Bearing on the Issue

Airport Location. The SUN airport is located in the Wood River Valley approximately one mile southeast of Hailey, ID. Its elevation is 5320' above mean sea level (MSL), and it is surrounded by mountain peaks on three sides with terrain elevations immediately adjacent the airport in the 6000-7000' range. Terrain at intermediate distances reaches 8000-9000'. Figure 1 shows Runway 13/31, which is 7550' long and 100' wide, and its immediately surrounding terrain.



Figure 1. SUN Runway 13/31 and Immediately Surrounding Terrain

Typical users. The SUN airport has several commercial scheduled air carriers (Horizon and Sky West), operating Bombardier Q400 and Embraer EMB120 aircraft, with the addition of CRJ-700 aircraft expected soon. Numerous high-end business jets and other private aircraft are based or operate at this airport.

Existing Instrument Procedures. The SUN airport is presently supported by five Standard Instrument Approach Procedures (SIAPs), all providing landing guidance from the south. Two are public procedures and can be flown by aircraft with standard climb capabilities; three are special procedures that require authorization and higher climb capabilities. Two are also “private” in the sense that they were developed for specific aircraft or airlines. The procedures are included in Attachment 1 and summarized in Table 1. (For simplification, circling minima, if listed separately from other minima in the procedure, are not shown in the table.) Aircraft are categorized by weight and speed, with Category A typically being light, general aviation propeller-driven types, while Category C aircraft are typically used by air carriers at SUN, and by operators of business jets. For many years, public SIAPs required no unique authorization, and assumed a standard climb rate (one-engine out for multi-engine commercial aircraft) for missed approaches of 200 feet per nautical mile (ft/NM). Special SIAPs required authorization and crew training, and usually required aircraft with substantially better climb rates. In recent years, however, the FAA has allowed procedures requiring higher climb rates (e.g., up to 350 ft/NM) to be considered standard procedures.

The decision height/altitude and Visibility columns in Table 1 comprise the “minima”, and are typically spoken (e.g., for the NDB SIAP) as “2700 and five,” where 2700 is a rounded value for the actual value of 2687’. This phrasing means that the base of the clouds must be at least 2700’ above the field elevation (i.e., 8000’ MSL) and the forward visibility must be at least 5 statute miles. Simply stated, if a pilot upon reaching this altitude while descending cannot see the airfield, a missed approach or “go-around” must be executed. (An exception to this general statement is the NDB/DME or GPS-A approach, which has a fly-visual segment.) A missed approach usually results in a diversion to another airport, unless the pilot elects to try again.

Table 1. Existing SIAPs

SIAP Name	Decision Altitude/Height (DA/H) feet	Visibility, NM	Type	Climb Gradient Required, ft/NM
RNAV (RNP) Y RWY 31 RNP 0.3	974 (1000) (Straight-in 31)	Cat A-C: 3	Special	330 to 14,000' MSL
RNAV (GPS) W RWY 31 LNAV MDA	1790 (1800) (Straight-in 31)	Cat A: 1 ¼ Cat B: 1 ½ Cat C: 3	Public	200
RNAV (GPS) X RWY 31 (Skywest only)	1610 (1700) (Straight-in 31)	Cat A: 1 ¼ Cat B: 1 ½ Cat C: 3	Special	414 to 7500' MSL
RNAV Z RWY 31 (GPS) (G4 and G5 only)	910 (1000) (Straight-in 31)	Cat C: 2	Special	385 to 10,000' MSL
NDB/DME OR GPS-A	2687 (2700) (Circling only)	Cat A-C: 5	Public	200

Previous Instrument Procedures. Since the 1980s, several technologies to provide landing guidance, in addition to the standard Instrument Landing System (ILS), have been tried by the US and international aviation communities. The general motivations have been increased flexibility from curved approaches, variable descent angles, and smaller protective areas required around the ground-based antenna systems.

One technology was the Microwave Landing System (MLS), which was installed for a few years at SUN to support landings from the north. This was a non-federal installation for Horizon, and its descent angle was very high at 6.00 degrees, but could be flown by aircraft types in use at the time. Its use was discontinued, and it will not be discussed further here.

A second newer technology is the Transponder Landing System (TLS), also a non-federal installation with Horizon as the intended operator. It existed for a few years at SUN to support landings from the south. Two SIAPs were developed for it, one by the FAA and the other by a private third party, and these are included in Attachment 2 and summarized in Table 2. The TLS was discontinued before it could be commissioned.

Table 2. Previous SIAPs

SIAP Name	Decision Altitude/Height (DA/H) feet	Visibility, NM	Type	Climb Gradient Required, ft/NM
TLS RWY 31 (Developmental)	1070 (1100)	3 (inferred)	Special	430 to 7,800' MSL
TLS RWY 31 (Developmental)	832 (900)	2 ½ (inferred)	Special	300

Procedure Design. Instrument flight procedures are designed using detailed criteria found in FAA Order 8260.3B, *United States Standard for Terminal Instrument Procedures (TERPS)*, and related smaller orders. Embedded in all procedures is the concept of Required Obstacle Clearance, which is established by defining various shaped and sized imaginary surfaces which cannot be penetrated by terrain or objects. The size and nature of the surfaces vary according to the accuracy of the underlying navigation method, as well as other parameters. An example of such a surface in both top and “end-on” views is shown in Figure 2.

For mountainous terrain airports, the general challenge is to locate approach and missed-approach paths to the airport for which a given surface (e.g., for an ILS Localizer or a GPS approach) is not penetrated by terrain or other objects, and can take the aircraft to the lowest descent point from which a missed approach climbout can be conducted with a specified climb capability. For procedures based on traditional ground-based navigational aids, the (usually) straight paths for approach and missed approach must be supported by the radiated signals. This in turn requires that a navaid must be capable of being installed to support the desired ground track(s). For satellite-based procedures, there is more flexibility in that essentially all 360 straight ground tracks can be supported, as well as some segmented tracks that approach curves.

Detailed efforts to locate best minima are beyond the scope of this report, but a feasibility approach has been taken to assess potential options as well as possible locations for any required ground-based navaids.

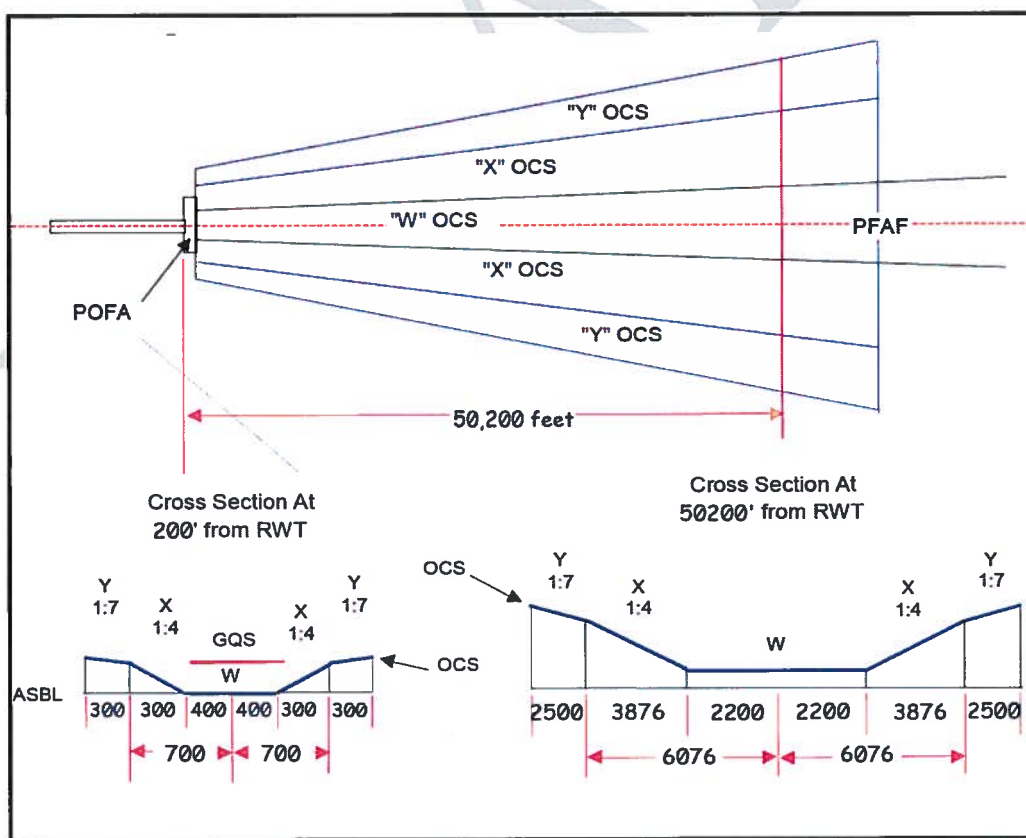


Figure 2. Example of a TERPS Obstacle Clearance Surface (ILS)

Analysis

Approaches from the North. None of the existing approach procedures provides an approach from the north, although the now-discontinued MLS approach did with a steep descent angle of 6.00 degrees. Given today's mix of scheduled carriers and other aircraft and current approvals for advanced navigation methods, a maximum descent angle of approximately 3.60 degrees, especially for public approaches, is appropriate. To begin such an approach, an aircraft must navigate to the starting point from the en route environment. For SUN, the high terrain north of the airport combined with the intervening topography and airport elevation result in a descent angle well above the desired maximum 3.60 degree value. Further advances in technology will be required to make less steep approaches from the north more viable. Until that time, they can be dismissed here without further analysis. (At least one of the SUN scheduled carriers may obtain approval for advanced navigation methods, which in turn may enable a more shallow descent angle (i.e., below 3.6 degrees) using navigation guidance through valleys.)

Approaches from the South. The remainder of this analysis will deal with approaches from the south. Figure 3 shows the mountainous terrain east, west, and south of the SUN airport (which is highlighted at the extreme upper part of the Figure). The lower terrain of the open valley well south of the airport is seen with irrigation circles. The relevant obstacle clearance surface for any proposed instrument procedure and its missed approach, whether relying on ground-based signals or satellite signals, must be overlaid on this terrain to determine if a flight path is feasible to reasonable minima (i.e., substantially better minima than the existing public NDB procedure's 2700 - 5).

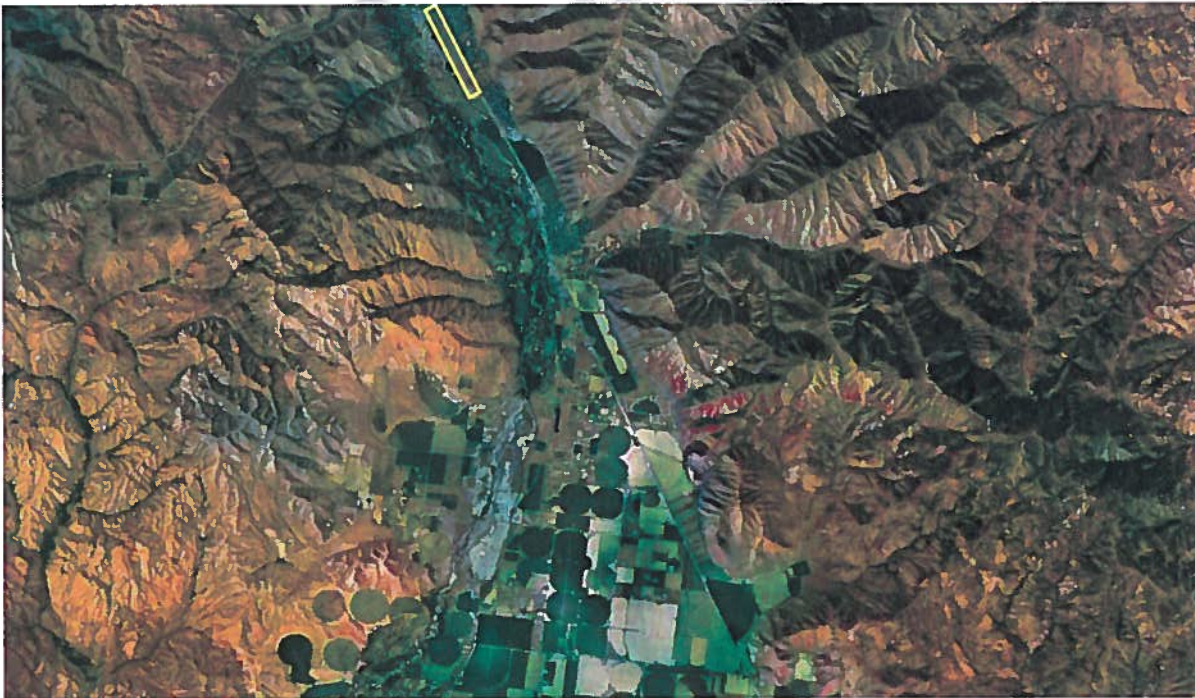


Figure 3. SUN Airport (Highlighted) and Terrain to East, West, and South

Recalling that terrain north of the airport is generally higher than that shown in Figure 3, instrument approach procedure minima for approaches from the south at this airport are primarily controlled by the missed approach segment, rather than terrain underlying the approach segment. This in turn means that the climb gradient (or, simply, steepness) and flight path of the missed approach are critical components of obtaining the resulting minima. The standard climb gradient for missed approaches is between 200 and 350 feet per nautical mile (ft/NM). This standard climb rate is achievable by common light aircraft and determines the minima for a public approach suitable for a wide variety of aircraft. For users with aircraft capable of substantially higher climb rates, lower minima can be authorized via a “special” instrument approach procedure, also known as an “AR” (for Authorization Required) procedure.

The best general solution for this issue is to define a public approach procedure meeting obstacle clearance criteria with better-than-NDB minima, and for which most users are already equipped.

The existing (Attachment 1) and developmental TLS (Attachment 2, never commissioned) procedures are again tabulated in Table 3, characterized by some of their technical details, such as the Final Approach Course (FAC) descent angle, climb gradient, and missed approach point location. It is immediately evident that the better minima are achieved for climb gradients required in the missed approach segment which are substantially higher than the long-standard 200 ft/NM (now 200-350) – i.e., only for special approaches. Special approaches, however, are generally not practical or desirable for private owners or itinerant/occasional use aircraft, due to the costs which must be borne for procedures design and maintenance and recurring flight inspections.

Table 3. Approaches from the South, Existing and Previously Proposed

SIAP Name	Cat C Aircraft Minima	FAC Descent Angle	FAC Offset Angle	Climb Gradient Required, ft/NM	MAP
RNAV (RNP) Y RWY 31 RNP 0.3 (AR)	1000-3	3.50	5	330 to 14,000 MSL	THR (OLUYA waypoint)
RNAV (GPS) W RWY 31 LNAV MDA (Public)	1800-3	3.11	14	200	THR
RNAV (GPS) X RWY 31 (Skywest only)	1700-3	3.11	14	414 to 7500' MSL	THR
RNAV Z RWY 31 (GPS) (G4 and G5 only)	1000-2	3.60 to TADOE (1) 3.09 to THR	11	385 to 10,000' MSL	~2.5 prior THR
NDB/DME OR GPS-A (Public)	2700-5	N/A	21	200	5 DME (~5 prior THR)
TLS RWY 31 (Developmental) (AR) (Previous, never used)	1100-3	3.43	9.21	430 to 7,800 MSL	7.4 DME (2.9 prior THR)
TLS RWY 31 (Developmental) (AR) (Previous, never used)	900-2 ½	3.00	9.22	300	2.5 prior THR

The RNP Y procedure, with minima of 1000-3 and a climb-gradient of 330 ft/NM, requires advanced avionics capable of Required Navigation Performance, assuring containment of the aircraft within specified airspace volumes. At least one Sun Valley air carrier (Horizon) has this capability. However, the missed approach path to the north and west is 81 miles long, and as a result, this procedure is rarely used.

The public GPS W procedure, with minima of 1800-3 and a standard climb gradient of 200 ft/NM, requires dual, fully independent avionics for air carriers. This procedure is used by Horizon and possibly Sky West.

The GPS X procedure, with minima of 1610-3 and an aggressive climb gradient of 414 ft/NM, also requires dual, fully independent avionics for air carriers. This procedure is in use by at least one carrier, and provides the best current minima (given that the RNP Y procedure is not used and the GPS Z approach is for only two aircraft types).

The GPS Z procedure, with minima of 910-2, very aggressive climb gradients of 385 ft/NM to 10,000', and a somewhat steep descent angle of 3.6 degrees, is approved for only G4 and G5 aircraft, and requires dual, fully independent avionics. It is currently used by NetJets.

The public NDB/DME procedure, with minima of 2700-5 and a standard climb gradient of 200 ft/NM, requires only common avionics carried by nearly all aircraft rated for instrument flight. However, the high ceiling and visibility requirements prevent the use of this procedure much of the time during inclement weather, and it is not authorized at night. A conservative estimate, based on data in the T-O Engineers and Mead & Hunt Analysis, is that landings would not be possible with this procedure at least 20% of the time annually, and a substantially higher percentage of the time during the December-February months. The NDB/DME facilities are installed on the side of a hill, with the DME signals shadowed such that they are generally receivable only after overflying the DME inbound.

The two TLS approaches, with nominal minima of approximately 1000-3, would have required moderate and high climb gradients, and roughly match the minima of the unused RNP Y and the GPS Z procedures, but with lower descent angles. TLS procedures were developed using ILS TERPS criteria, suggesting that an ILS installation supporting an approach from the south may be feasible. (The TLS procedures in Attachment 2 may not meet current procedures development criteria, which include adjustments in Required Obstacle Clearance for precipitous terrain.)

Imminent New Approach Procedure. Horizon will likely receive FAA approval for RNP .1 approaches during the summer of 2013. They have evaluated an RNAV RNP .1 approach from the north and believe they can obtain minimums as low as 300 DA/H with an approach angle as low as 3.2 degrees. This could allow landings in all but the most severe weather. (RNP approaches require avionics capable of assuring airframe containment within, in this case, 0.1 or 0.3 miles either side of the desired ground track.)

Options

Given basic limitations for approaches from the south such as a descent angle maximum of 3.60 degrees and a climb gradient maximum of 350 ft/NM for most operators, several potential new instrument approaches appear feasible, and some existing approaches might be modified for generally minor improvements. At present, these options have received only an elementary TERPS analysis. They are tabulated in Table 4 and discussed briefly below.

Table 4. Potential new SIAPs or Modification of Existing SIAPs

	Approach	Potential Minima (very approximate)	Climb Gradient Required, ft/NM	Usage
1	Offset ILS/LDA similar to GPS-W	1800-3	200	Public
2	Offset ILS/LDA similar to GPS-W	1600-3	≤240	Public
3	Offset ILS/LDA similar to GPS-W	1400-3	≤300	Public
4	Offset ILS/LDA similar to TLS & RNAV-Y	1000-3	400-450	Special
5	RNAV GPS W (modified)	1600-3	>250	Special
6	NDB/DME	2700' or 3 NM reduced?	≤240 >250	Public
7	WAAS-based LPV	1800-3	200-300	Public
8	Modify RNAV W and (future?) ILS missed approaches with navaid to the west			

Background for ILS-based Options. Four of the options involve a full or partial ILS installation, and vary in detail based on characteristics such as climb gradient or FAC. They are based in part on the observation that if a GPS approach (RNAV GPS W) can provide 1800-3 with a standard climb gradient, and its missed approach is controlled by terrain, then an ILS approach along the same ground track may be able to provide similar minima. (Both the ILS and the larger Localizer Directional Aid (LDA) final approach obstacle clearance trapezoids are narrower than an RNP .3 Containment Area., and might eliminate some obstacles in the final approach area. A narrower final approach surface would result in a narrower missed approach trapezoid, which in turn could eliminate some obstacles in the missed approach segment as well.)

It is very likely that a federal ILS installation was not seriously considered by the FAA for several reasons. One is that many in the FAA would consider installing an ILS (which normally supports minima of 200-1/2 or better) a waste of an ILS system, if it provided public minima of only 1800-3. Another is the onset of promising new technologies and expectations for their implementation. For example, the late 1980s and early 1990s were considered the “MLS decade”, with that new technology expected to displace ILS nationwide. Indeed, as previously mentioned, an early non-fed MLS installation supported SUN for several years. But as the MLS decade neared its end, FAA’s initial MLS large-volume procurement contract faltered, and newer technologies such as satellite navigation were increasingly expected to replace ILS. It required another decade (to approximately 2005) before GPS-based satellite approaches appeared in significant volume with similar-to-ILS minimums. Together with the plans to move the airport

elsewhere, these considerations may have suppressed the consideration of an ILS at SUN for several decades.

An ILS approach may be based on a variety of ground equipment configurations, each with its own siting and TERPS criteria. These include a Localizer for azimuth guidance and a Glide Slope (GS) for descent guidance, a Localizer (only), a Localizer Directional Aid with Glide Slope (LDA/GS), or an LDA without a GS. A straight-in ILS has its electronic course aligned within three degrees of the runway heading. An LDA is a localizer with its course aligned more than three degrees from the runway heading.

Siting an ILS azimuth (Localizer or LDA) facility at SUN is challenging. Terrain south of the airport requires a clockwise-offset course for reasonable minima, as corroborated by the various FAC values in Table 2, each with at least five degrees of offset. LDA siting criteria generally require that the electronic course line cross the extended runway centerline up to approximately 5000' prior to the threshold, with some minima penalty for other configurations. At SUN, there is insufficient room between the runway safety area boundary east of the runway and the airport perimeter fence to comfortably locate an LDA antenna system complying with all siting criteria. Placing the antenna system south of the threshold causes the antenna system critical area (an area protected from transient conditions that cannot be flight inspected, such as moving or parked aircraft or vehicles) to extend off airport property, where it cannot be controlled. However, given that any ILS or localizer/LDA-based approach at SUN will have minima well above the usual Category I ILS minima of 200-1/2, it may be feasible to obtain waivers to some of these constraints.

Discussion of Options.

1. Install an offset ILS, LDA/GS, or LDA without a GS, with a standard climb gradient in the missed approach procedure. This procedure would be similar to the existing RNAV (GPS) W approach, with similar minima (i.e., 1800-3), and would benefit any user (carriers and private pilots alike) not flying the existing GPS-W approach, since essentially any instrument-equipped aircraft has ILS capability. It would be a substantial improvement for those operators currently using the NDB, since they are unlikely to have GPS capability. With a standard climb gradient, it would be a public approach.
2. Same as option 1, but require a mild climb gradient (e.g., 240 ft/NM). This might result in minima of perhaps 1600-3, and would benefit any user not flying the existing GPS-W approach.
3. Same as option 1, but require a more aggressive climb gradient. This would result in a special procedure with a potentially significant improvement (e.g., from 1800 to perhaps 1400'). This would benefit any air carriers not flying the existing GPS-W approach but with aircraft capable of the increased climb rate (which in turn depends on factors such as temperature and gross weight). It would also benefit any operator currently using the NDB approach with an aircraft capable of the increased climb rate.
4. Same as option 1, but design the procedure to mimic the previous proposed and designed TLS procedures. (TLS approach procedures were developed approximately 10-15 years ago

using TERPS ILS criteria, and this effort may have been the first serious look at low minima from the south at SUN.) This option would require an approach angle around 3.50 degrees, but would be followed by a substantial climb gradient between 400 and 450 ft/NM, and therefore would be a special, but with minima in the vicinity of 1000-3. (Since the TLS approaches were not placed into service before the TLS was removed, it is possible they are not viable using today's criteria, though two independent sources designed the two SIAPS with similar results.) The TLS front approach courses (9.2 degrees offset from runway centerline) appear to have been carefully selected to optimize the minima, and are notably different from those for the RNP Y and GPS W approaches. This may explain the difference in minima between the RNP/GPS approaches and the TLS approaches. (A detailed TERPS study will be required to confirm this.) Such an approach would benefit air carriers and corporate operators with aircraft capable of the substantial climb gradient, who are willing to qualify for the special procedure.

5. Modify the existing RNAV GPS-W procedure, which is a public approach using a 200 ft/NM climb gradient, to require a more aggressive climb gradient. This should allow descending to slightly better minima, perhaps 1600' rather than 1800. This incremental improvement would benefit those users already flying the existing GPS-W approach. (This method was likely used to create the RNAV (GPS) X RWY 31 procedure (i.e., a 414 ft/NM climb gradient). Variations on this option include petitioning the FAA to designate the RNAV (GPS) X RWY 31 procedure a standard procedure with the 414 ft/NM gradient, and modifying the missed approach (e.g., turn point and heading).

6. Modify the existing 2700-5 NDB/DME procedure to require an increased climb gradient. Presently, the 2700-5 minima are for public use with a standard 200 ft/NM gradient. If that were increased, an improvement to either the 2700' or the 5 NM figure might be feasible at the expense of requiring a climb gradient exceeding 240 ft/NM. This would benefit those users already using the NDB/DME approach who are capable of the climb gradient – e.g., any air carriers flying the NDB. Further, the night restriction could be investigated for potential mitigations

7. Design a Localizer with Precision Vertical (LPV) satellite-based approach. Such approaches rely on the Wide Area Augmentation System (WAAS), and are an initiative of the FAA. The procedures development criteria for LPV are similar to those for ILS. Such an approach requires appropriate avionics equipment; however, at least one SUN carrier has several aircraft with this capability. A request to develop an LPV procedure should indicate that an approach angle up to 3.60 degrees would be acceptable.

8. Modify the existing RNAV RNP procedure's missed approach to reduce its 81 NM long miss ground track. This could also be applied to any of the other options above (e.g., ILS) if the resulting missed approach is better than existing missed approach designs. One method would increase the climb gradient above the existing 330 ft/NM and turn the missed approach (left or right) around the NUCIV waypoint (Attachment 1). This option might also be accomplished by placing a ground-based navaid to the east or west of the airport aligned to provide a miss ground track through one of the several east-west valleys. Siting such a facility requires an aggressive solution in this terrain, and meeting flight inspection requirements for the quality of the signals will be a challenge requiring a good antenna system. Adding a ground-based missed approach to

the RNAV RNP procedure results in a “blended” procedure – this is uncommon but has been done on previous occasions. Such a procedure would be a special and require a procedures waiver.

Conclusions

1. The RNAV RNP Y procedure is rarely if ever used because of its 81 NM missed approach. Reducing the length of the missed approach even at the expense of raising the minimums would make the procedure more viable and might attract more users, even though equipage and training requirements can still suppress usage.
2. Raising the climb gradient on the RNAV GPS W procedure to 240 ft/NM or even 300 ft/NM would not result in a significant reduction in minimums. (Note the RNAV GPS X has a 1610 DA/H but requires a climb gradient of 414’/NM.)
3. The RNAV GPS X procedure requires a 414 ft/NM climb gradient to 7500 feet. Changing the missed approach turn point and heading might result in a lower climb gradient, possibly below 400 ft/NM. Since most aircraft are not capable of a 414’/NM climb gradient, even for a short distance, reducing the gradient would make the procedure available to more aircraft.
4. The RNAV Z procedure is a special procedure designed for Gulfstream 4s and 5s and limited to use by NetJets. Any changes to this procedure would be solely at the discretion of NetJets, and would be unlikely to benefit other users.
5. The NDB/GPS-A procedure has a 2682 DA/H and a standard missed approach climb gradient. Raising the climb gradient might not result in a significant reduction of minimums because of the large obstacle clearance trapezoid associated with NDB procedures. (The effectiveness of a greater than standard climb gradient would be related to how close the controlling obstructions are to the missed approach point - the farther away, the better for improvement by excessive gradient.)
6. An offset ILS or LDA-based approach could provide public minimums as low as 1790 DA/H and 3 miles visibility. Lower minimums could be achievable with a higher climb gradient in the missed approach.
7. A glide slope would not substantially reduce the minimums on an offset ILS or LDA approach. However it would benefit the pilot by allowing the glide slope to be monitored continuously throughout the visual segment of the approach.
8. Installing an NDB or other navaid east or west of Hailey to support misses to the west could improve some missed approaches by allowing secondary obstacle clearance reduction earlier on the flight path, or possibly throughout the missed approach. This could eliminate some of the missed approach obstacles and result in lower minimums, lower climb gradient, or both.
9. An RNP .1 approach from the north, if confirmed feasible, could allow landings in all but the most severe weather for suitably equipped aircraft.

10. An LPV approach from the south likely would achieve minima similar to an ILS approach, but would require aircraft with suitable avionics.

11. The seven approaches developed for SUN over the past two decades use five different Final Approach Course offset angles. Five of these of these approaches are still active. Discounting the NDB procedure, four have offset angles between 5 and 14 degrees. Some of the differences may be attributed to the different types of approaches, or they may vary at the discretion of the installers and/or developers. However, a more in-depth review might define an optimum offset angle that would be suitable for all the approaches.

Recommendations

1. Amend the RNAV RNP Y procedure to reduce the 81 NM missed approach.
2. Study modifying the RNAV GPS X procedure's turn point and heading to reduce the required climb gradient.
3. Develop an offset ILS or LDA/GS approach from the south (with an approach angle up to 3.60 degrees), possibly with a strategically located navaid east or west of Hailey to provide a miss to the west.
4. Consider a strategically located navaid east or west of Hailey to support misses to the west, for approaches other than the proposed ILS or LDA/GS. (This would result in blended approaches in some cases.)
5. Work with Horizon to develop a RNAV RNP RWY 13 approach from the north.
6. Develop an LPV approach (with an approach angle up to 3.60 degrees). (For the short- or mid-term time frame, this would be attractive only if Recommendation 3 is infeasible. For the longer term, as more aircraft equip for advanced satellite-based procedures, the benefits of this option will increase.)
7. Study existing procedures (except the NDB approach) to determine if a different FAC offset angle would improve minima, and potentially be more usable for all the approaches.

Next Steps

All seven Recommendations require a detailed TERPS study effort as the basis for any additional work. While such a study might require several weeks for each recommendation, actual design and implementation by the FAA of new procedures requires up to 18 months. Early and close coordination with the FAA's Regional Approach Procedures Team (RAPT) is necessary.

Each Recommendation provides a different benefit affecting different subsets of the users. Clearly, Recommendation 3 (implement some form of ILS) has the largest general benefit, because it could support public and special approaches for all users and provide a substantial

improvement over the existing NDB minima. Recommendations 3 and 4 involve ground-based facilities. Assuming either of these is adopted, the high-level activities involved and their individual time requirements are listed below. (Some of the activities may run concurrently; some require good weather conditions.)

1. Joint TERPS and feasibility siting work to determine search areas for the facilities (1-2 months)
2. Completion of a detailed siting study (2-3 months)
3. Site test (if needed or recommended by the siting study) of any proposed missed approach facility (1-2 months)
4. Procurement and delivery of equipment (6-12 months)
5. Design of the installations (1 month)
6. Physical Installation, Tune-up, Commissioning Flight Inspection, and Procedure Publication (2-4 months)

A rough order-of-magnitude cost estimate for Recommendation 3 (some form of ILS) is \$1-\$2M, with equipment costs being up to about \$500k of that amount.. Installation of localizer and glide slope facilities at Hailey is not overly demanding from a construction point of view - power is available nearby, and physical access and security are straightforward. A rough cost estimate for Recommendation 4 (missed approach facility if beneficial) is more difficult at this concept stage, because the locations may need to be in mountainous terrain, where power and physical access, and potentially land acquisition costs, can be surprisingly high.

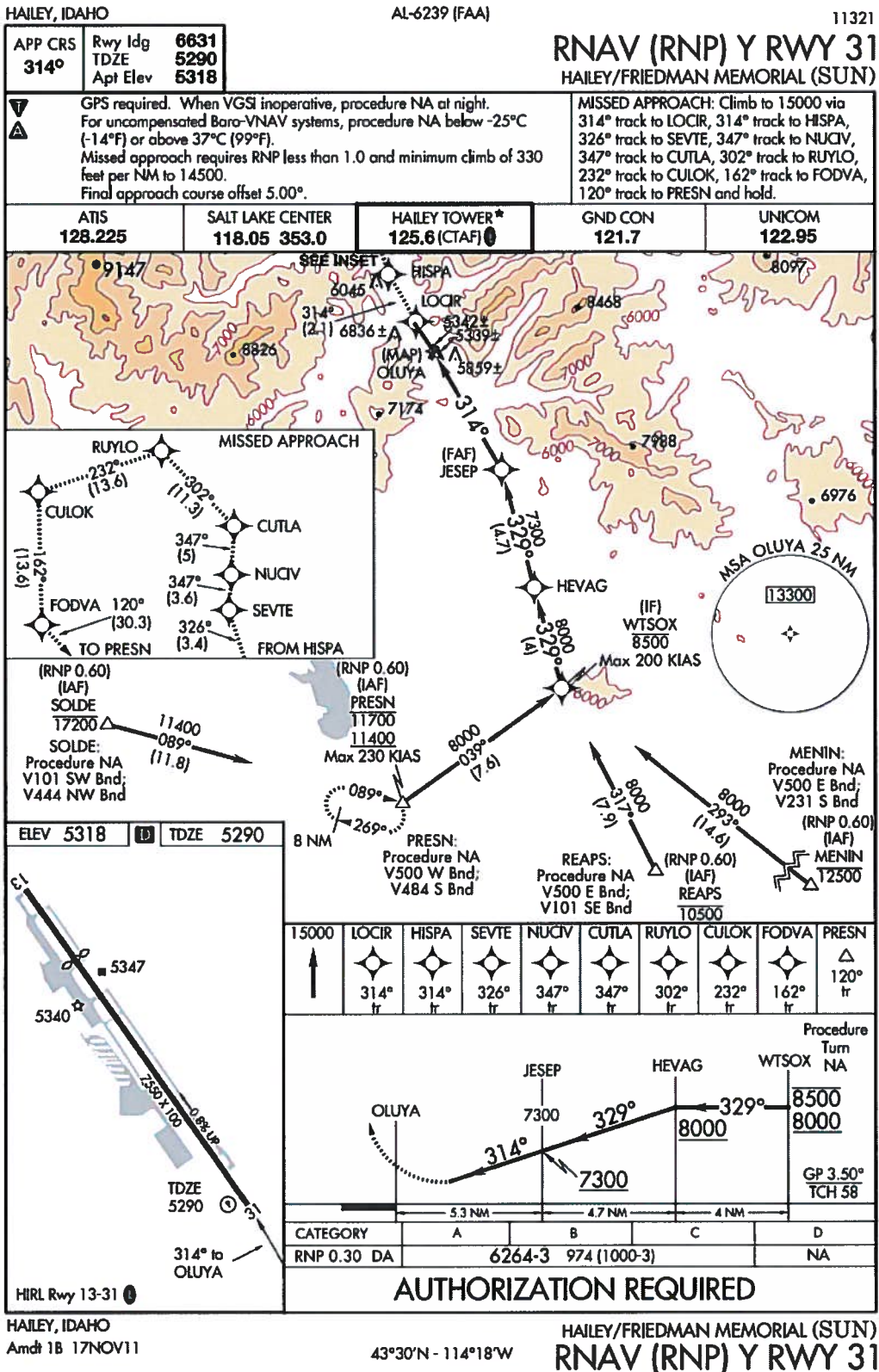
Attachments

- 1 Existing Standard Instrument Approach Procedures
- 2 Previous TLS Approach Procedures (never commissioned)
- 3 ILS Siting Considerations

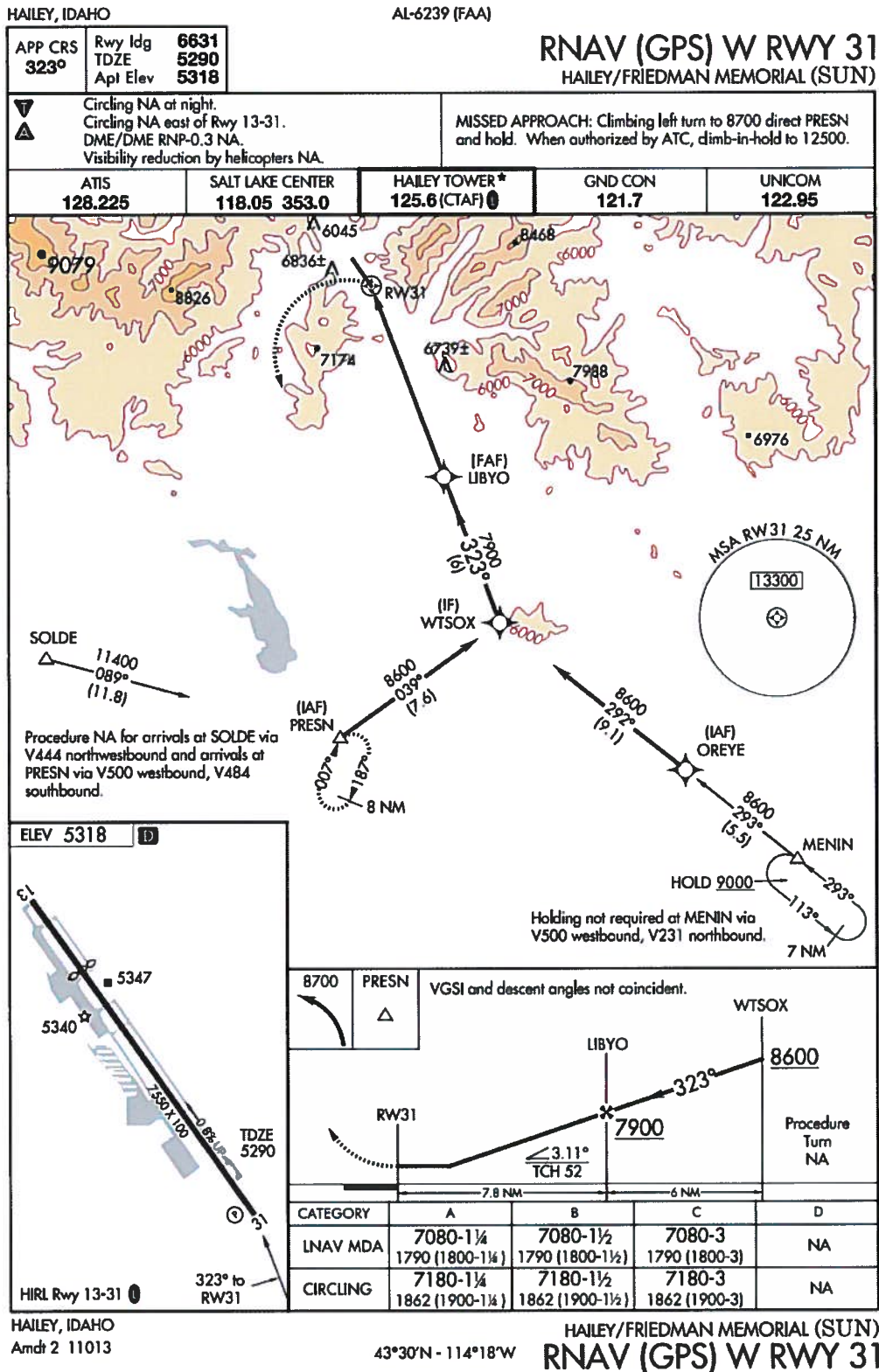
References

1. FAA Order 8260.3B, *United States Standard for Terminal Instrument Procedures (TERPS)*
2. FAA Order 6750.16B, *Siting Criteria for Instrument Landing Systems*
3. *SUN Reliability Analysis Summary*, February, 2012, by TO Engineers

ATTACHMENT 1 – Existing Standard Instrument Approach Procedures



ATTACHMENT 1 – Existing Standard Instrument Approach Procedures (Continued)



NW-1, 07 FEB 2013 to 07 MAR 2013

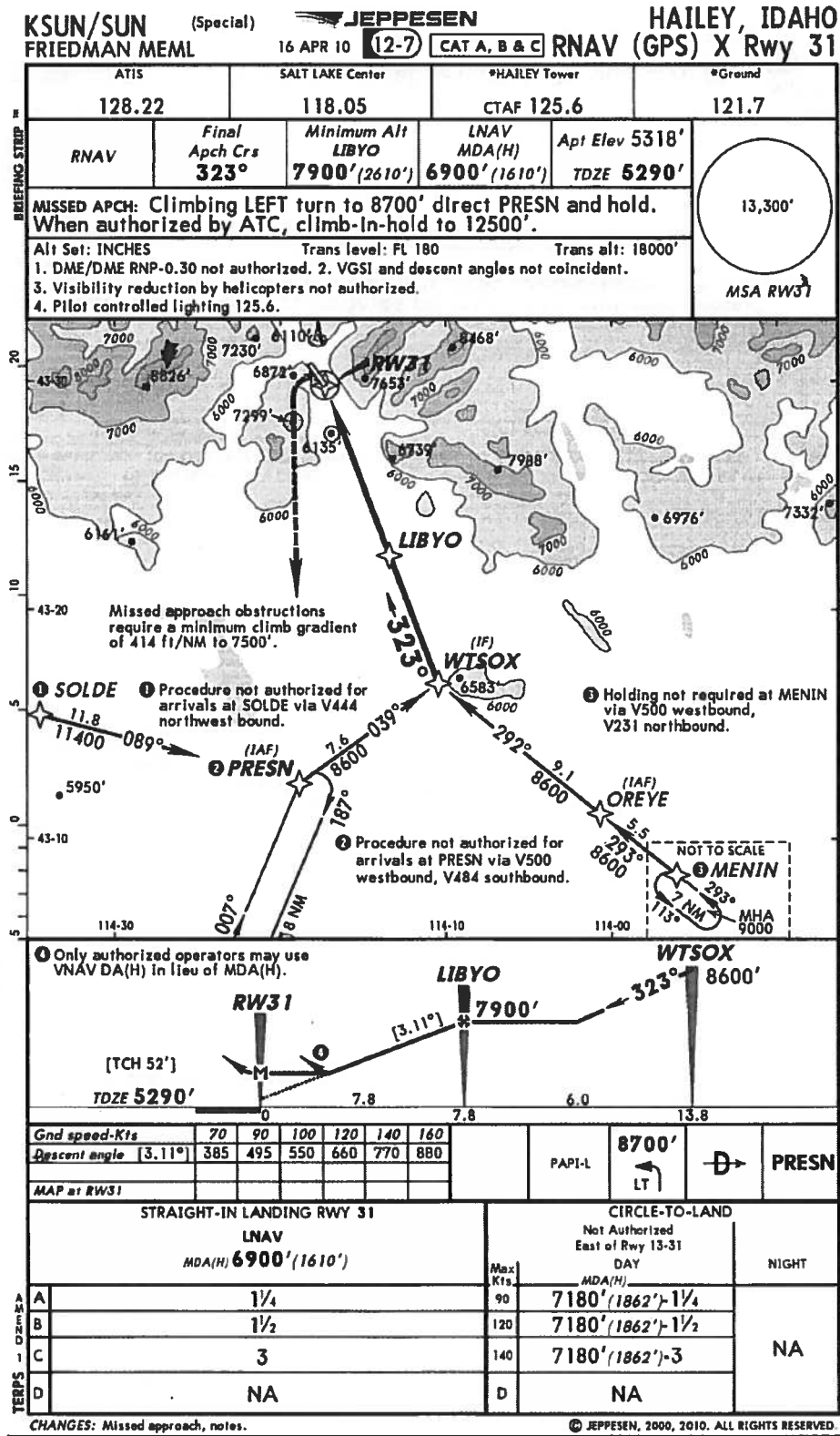
NW-1, 07 FEB 2013 to 07 MAR 2013

HAILEY, IDAHO
Amdt 2 11013

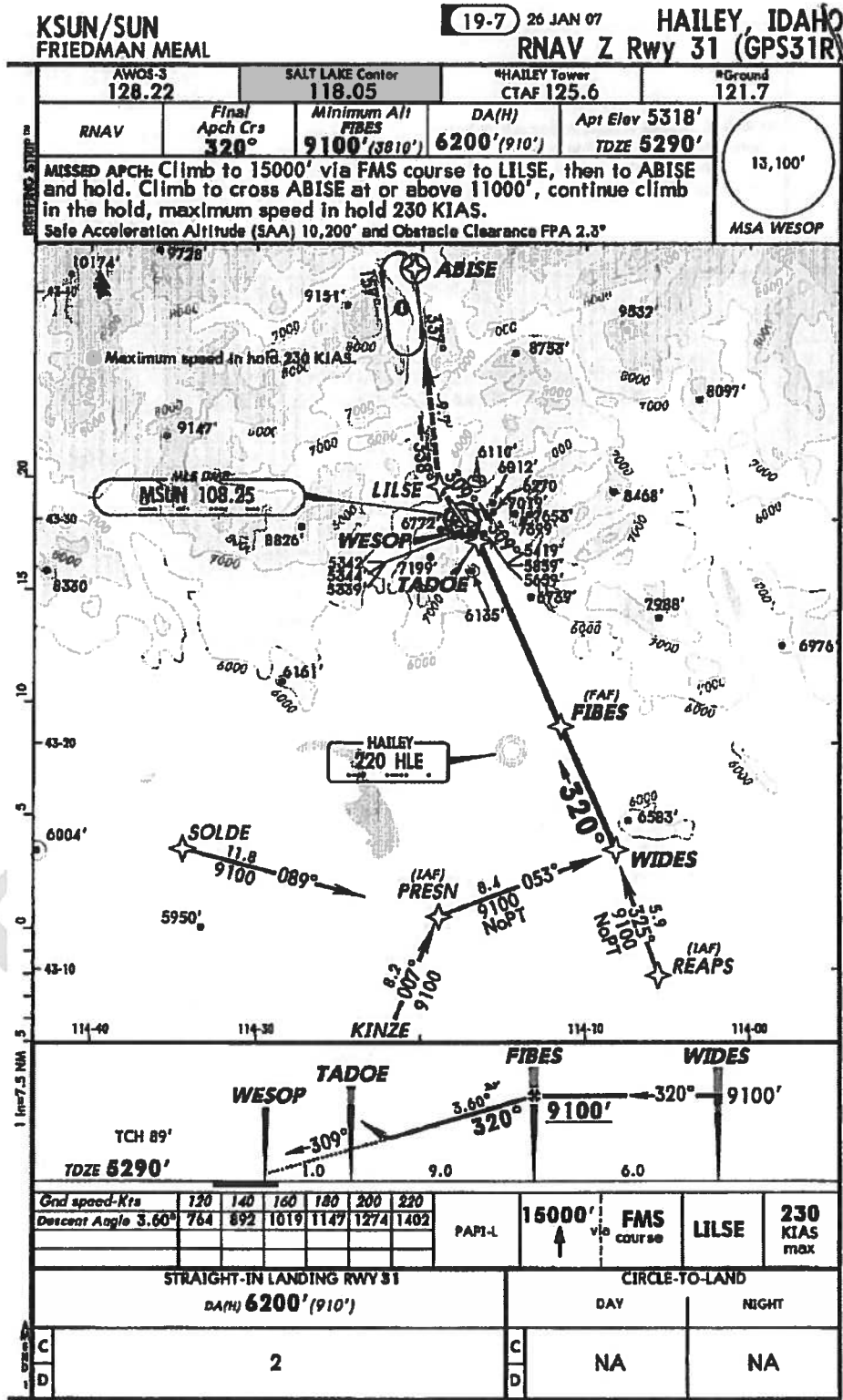
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HAILEY/FRIEDMAN MEMORIAL (SUN)
RNAV (GPS) W RWY 31

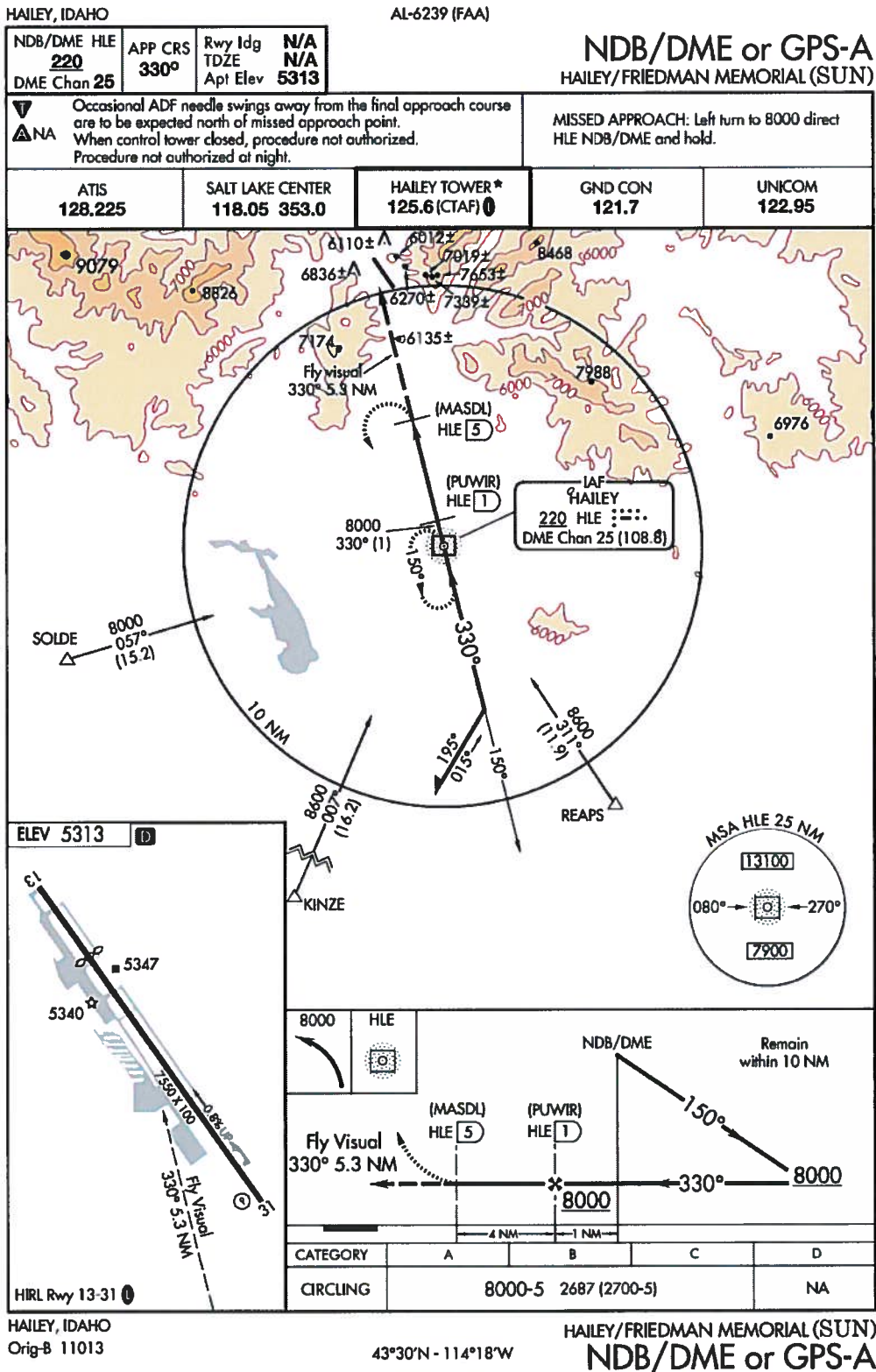
ATTACHMENT 1 – Existing Standard Instrument Approach Procedures (Continued)



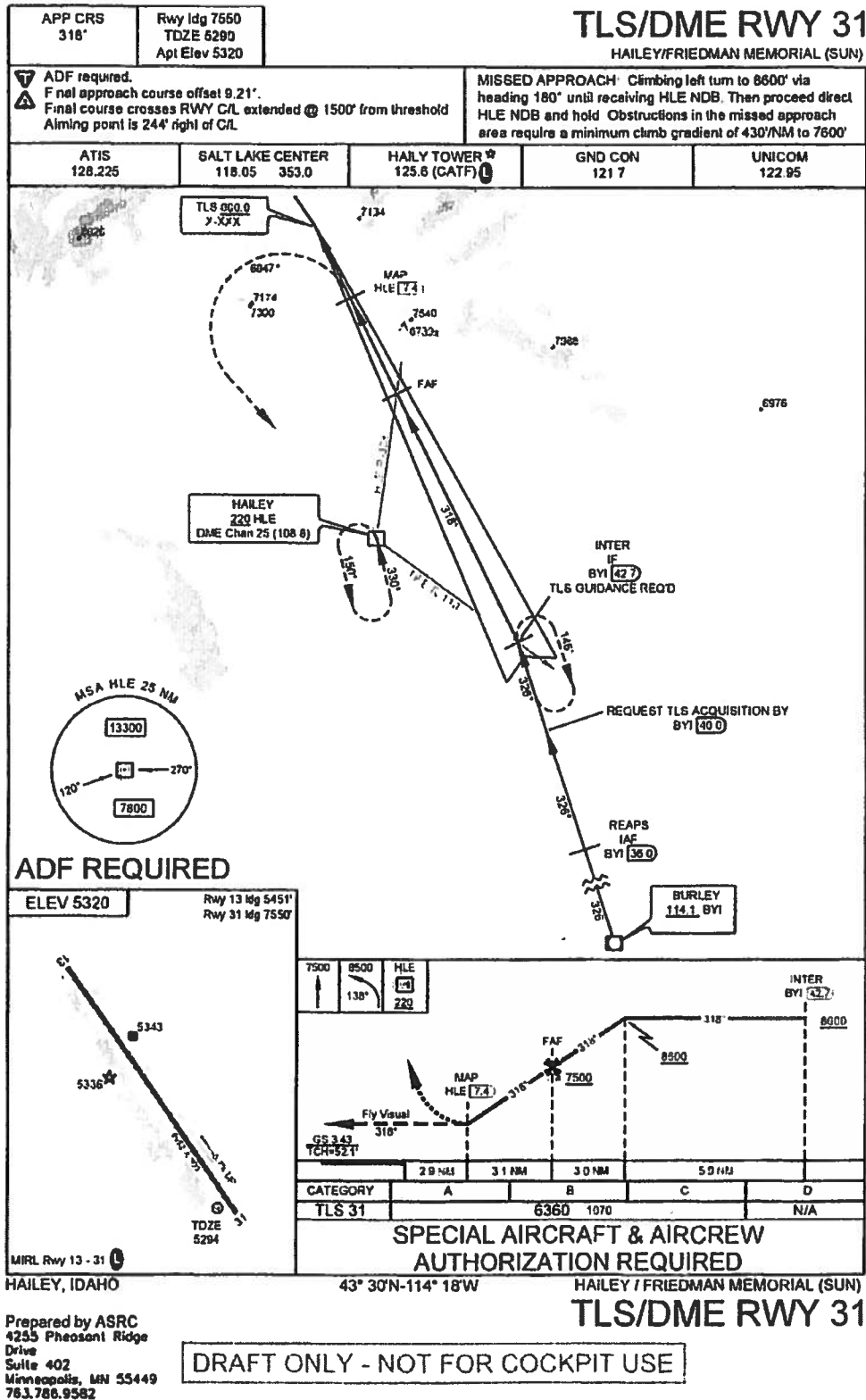
ATTACHMENT 1 – Existing Standard Instrument Approach Procedures (Continued)



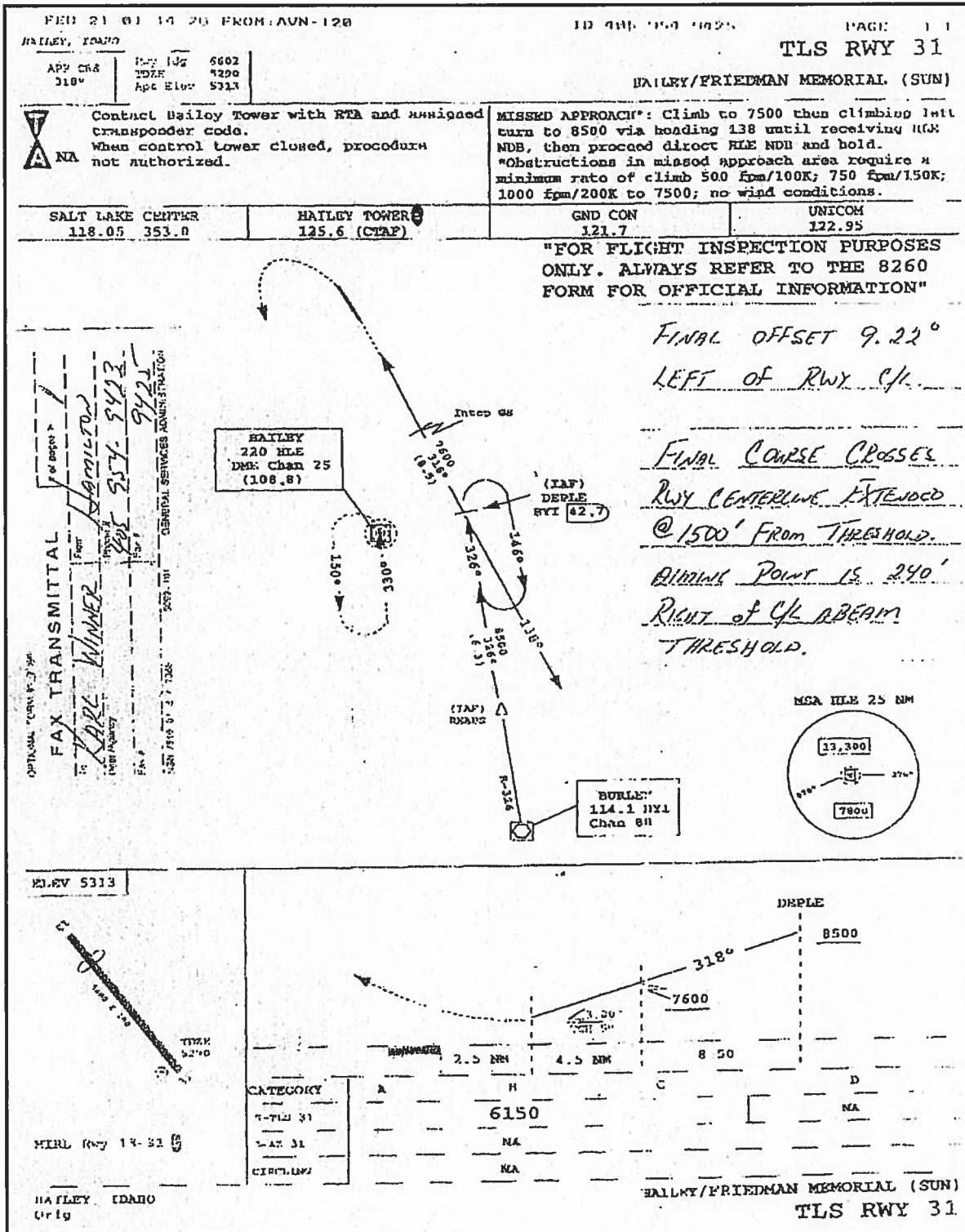
ATTACHMENT 1 – Existing Standard Instrument Approach Procedures (Continued)



ATTACHMENT 2 – Previous TLS Approach Procedures (never commissioned)



ATTACHMENT 2 - Previous TLS Approach Procedures (never commissioned)





March 13, 2013

David S. Stelling, P.E.
Helena Airports District Office
2725 Skyway Drive, Suite 2
Helena, Montana 59602

Dear Mr. Stelling:

During their regular board meeting on March 12, the Friedman Memorial Airport Authority decided by motion to request that the FAA formally terminate the Friedman Memorial Replacement Airport Environmental Impact Statement that was suspended by the FAA August 22, 2011. This decision was based on the Talking Points for Moving Forward, Friedman Memorial Airport (KSUN); Hailey, Idaho January 4, 2013 document. We request that the agency concur that, upon termination of the EIS, the FMAA should terminate the Landrum & Brown contract according to its terms.

The Board also made it clear that their request is conditioned on an effort to preserve as much of the work product, data and analysis as possible from the project up until the EIS was suspended by the FAA. The Authority believes it would be appropriate for Landrum & Brown to prepare an index and at least organize their workpapers in a coherent way so that the workpapers are usable in the future. We think it reasonable that Landrum & Brown should be appropriately compensated for that work. As you may be aware, pursuant to the terms of the Landrum & Brown contract, the Landrum & Brown work product becomes the property of the Airport Authority upon termination of the contract. Before formal termination of the contract, we propose to work with your office and the regional office to have L&B catalog their documentation and to segregate material that can be retained as confidential under federal and Idaho law from materials that are not exempt from public disclosure. We can undoubtedly set forth a protocol for this effort through an informal exchange of letters among your office, Landrum & Brown and the Authority.

Preserving the work effort discussed above and resolution of all contract matter prior to EIS termination and associated grant closeout is imperative. Please let me know how we can work together to ensure that all matter related to the EIS are resolved before the termination is put in process.

David S. Stelling, P.E.
Helena Airports District Office
Page 2 of 2

If you have any questions, or if you need additional information, please contact our office at your earliest convenience.

Sincerely,

A handwritten signature in blue ink, appearing to read "R. E. Fairfax".

Ronald E. Fairfax
Chairman
Friedman Memorial Airport Authority

Rick Baird

From: Dave.Stelling@faa.gov
Sent: Thursday, March 14, 2013 1:50 PM
To: Rick Baird
Subject: Re: Friedman Memorial Airport EIS
Attachments: pic18716.jpg

Thanks Rick - I forwarded the letter to the Region and Seattle ADO and we will start looking at the next steps.

Dave Stelling, Manager
Helena Airports District Office
Federal Aviation Administration
2725 Skyway Drive, Suite 2
Helena, Montana 59602
(406) 449-5271

From: Rick Baird <Rick@flyfma.com>
To: Dave Stelling/ANM/FAA@FAA
Cc: April Dieter <April@flyfma.com>
Date: 03/14/2013 01:06 PM
Subject: Friedman Memorial Airport EIS

Hi David:

Attached please find a letter from the Friedman Memorial Airport Authority requesting that the EIS be terminated. We look forward to a plan to preserve as much of the work product, data and analysis as possible from the project up until the EIS was suspended. We are happy to begin working with the FAA to close AIP04 after all contract matters have been settled and we will begin closing out the PFC application that will be impacted by the termination. Give me a call if you have questions. Thank you for the call today. It is very wonderful to know that you and Sarah are both looking out for this community. Rick

Best Regards,

(Embedded image moved to file: pic18716.jpg)Signature [attachment "FMA EIS termination letter.pdf" deleted by Dave Stelling/ANM/FAA]



CITY OF KETCHUM, IDAHO

P.O. Box 2315
Ketchum, ID 83340
(208) 726-3841
FAX: (208) 726-8234

**MAYOR
RANDY HALL**

**COUNCIL MEMBERS
BAIRD GOURLAY
MICHAEL DAVID
NINA JONAS
JIM SLANETZ**

March 8, 2013

Senator James Risch
Via email

Dear Senator Risch:

I am writing this letter to express my deep concern over the possible closure of the Freidman Memorial Airport Air Traffic Control Tower as part of the march 1, 2013 national budget sequestration program.

We believe that closing this tower affects both national security and our local economy. After 9/11, a Department of Homeland Security Terrorism Risk Assessment found Blaine County number two highest risk County in the state behind Boise's Ada County. In addition, the Freidman Memorial Airport is the second busiest airport in the State of Idaho for private aircraft behind the Boise Airport. Our county's terrorism risk assessment scoring was based on our local high profile residents and visitors. Secretary of State John Kerry has a second residence here along with many other celebrities and elected officials. The annual Allen and Company retreat and the Federal Judges Annual Convention at Sun Valley Resort attract some of the world's most powerful and influential people who fly in and out of the Friedman Memorial Airport frequently. I believe the Secret Service, United States Marshall Service and the Capitol Police can verify the amount of security coverage they provide to our area for high profile visitors and residents that utilize our airport.

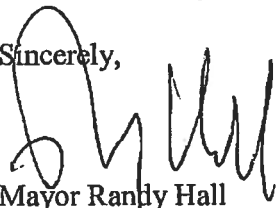
As a tourism economy, we rely heavily on the Friedman Memorial Airport to deliver daily commercial and private flights to our area. Many of our guests fly in and out of Freidman, and these travelers will simply choose another vacation destination if the Freidman Airport is not fully operational. We have travelers from around the country that drive our economy and we rely on this tourism traffic to create jobs. While it may appear to the FAA that our overall flight numbers are low, travelers coming in to Freidman Memorial Airport have very limited destination options,

unlike metro areas. The effects of closing our airport will have a broad geographic economic impact.

We also rely on the Freidman Memorial Airport for many of our local corporate headquarters that are the backbone of our economy. Corporate businesses like Scott Sports and Smith Optics are in markets all over the world, and their employees need to travel on a weekly basis. Closing the tower and Freidman Airport will add costs to these businesses in a time where competitive advantages are slim. We will feel these effects immediately, and they will impact all aspects of our economy.

Closing the Friedman Tower jeopardizes aviation safety, a topic of national interest. With our remote mountain location, we rely on the tower to safely route our many daily flights. In addition, we have only one road in and out of our valley. Our airport will be virtually shut down without the tower, creating an extremely unsafe situation in the event of a natural disaster. In closing, we urge you to do everything in your ability to reverse this proposed closure as a matter of national interest. Thank you for addressing this matter on our behalf.

Sincerely,



Mayor Randy Hall



THE BOARD OF BLAINE COUNTY COMMISSIONERS

206 FIRST AVENUE SOUTH, SUITE 300

HAILEY, IDAHO 83333

PHONE: (208) 788-5500 FAX: (208) 788-5569

www.blainecounty.org bcc@co.blaine.id.us

Lawrence Schoen, Chairman * Angenie McCleary, Vice-Chairman * Jacob Greenberg, Commissioner

Senator James Risch
SR-483, Russell Senate Office Building
Washington, D.C. 20510
Via E-mail c/o: H. Jones

March 13, 2013

Re: FAA's Contract Air Traffic Control Tower Program

Dear Senator Risch,

The Board of Blaine County Commissioners urges you in the strongest terms to make every effort, along with your Congressional colleagues, to cause the Federal Aviation Administration to reverse its decision to cease funding the nation's contracted air traffic control towers. We know you are aware that this federal contract tower program (FCTP) is proposed to be ended very soon--by April 7, 2013--in response to across-the-board federal spending cuts under so-called "sequestration."

We know also you are familiar with Sun Valley's Friedman Memorial Airport (SUN) in Blaine County. The tower at this airfield is one of five in Idaho that would be closed by the unwarranted and unsound proposed FAA action. SUN is Idaho's second busiest airport and has the distinction of functioning, as such, with some of Idaho's most varied and significant operational challenges.

Loss of our control tower can only be viewed as compromising safety at SUN. Safety is the nation's number one aviation priority. This prioritization is embedded in a substantial body of federal transportation law and policy. The safety issues affected by tower closure are addressed directly and in important detail in the two letters attached to this e-mail. These letters constitute Friedman Airport's appeal of FAA's FCTP closure decision to FAA Operations Director David Grizzle.

In the face of its special operational challenges, SUN has a sterling record meeting the National Airspace System (NAS) and federal transportation safety mission and all standards. Quoting from our letters to Director Grizzle:

"...the loss of air traffic control services at SUN...will significantly jeopardize the safety of operations at SUN and may result in the loss of significant commercial activities at the airport."

"Maintaining safe operating conditions at this airport is a daily challenge and requires the daily, active participation of the air traffic control personnel on site."

As community leaders and members also of the Friedman Memorial Airport Authority, we are dumbfounded that the FAA would even consider closure of our air traffic control tower, or any others in the United States, for that matter. The Sun Valley area is an economic driver for the Magic Valley region, as well as a signature Idaho 'brand,' recognized around the world. Aviation and access by air travel contribute to a remarkable degree to this success.

Tower closure at SUN will greatly affect the travelling public. Tower closure at SUN will send a terrible message about transportation safety to the families and businesses contemplating travel to Sun Valley and other communities across the country about to lose their towers. Please do not let this happen. Please work diligently to keep the federal contract tower program in place. We look forward to hearing of your success in this matter.

With deep appreciation for your commitment...

Respectfully,

Lawrence Schoen
Chairman

Angenie McCleary
Vice-Chairman

Jacob Greenberg
Commissioner

Cc: Senator Crapo, Representative Simpson, Representative Labrador
Attachments



THE BOARD OF BLAINE COUNTY COMMISSIONERS

206 FIRST AVENUE SOUTH, SUITE 300

HAILEY, IDAHO 83333

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Lawrence Schoen, Chairman * Angenie McCleary, Vice-Chairman * Jacob Greenberg, Commissioner

Representative Raul Labrador

1523 Longworth HOB

Washington, D.C. 20510

Via E-mail c/o: J. Ball

March 13, 2013

Re: FAA's Contract Air Traffic Control Tower Program

Dear Representative Labrador,

The Board of Blaine County Commissioners urges you in the strongest terms to make every effort, along with your Congressional colleagues, to cause the Federal Aviation Administration to reverse its decision to cease funding the nation's contracted air traffic control towers. We know you are aware that this federal contract tower program (FCTP) is proposed to be ended very soon--by April 7, 2013--in response to across-the-board federal spending cuts under so-called "sequestration."

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Chairman

Angenie McCleary
Vice-Chairman

Jacob Greenberg
Commissioner

Cc: Senator Crapo, Senator Risch, Representative Simpson
Attachments



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Lawrence Schoen, Chairman * Angenie McCleary, Vice-Chairman * Jacob Greenberg, Commissioner

Representative Mike Simpson
2312 Rayburn House Office Building
Washington, D.C. 20510
Via E-mail c/o: L. Culver

March 13, 2013

Re: FAA's Contract Air Traffic Control Tower Program

Dear Representative Simpson,

The Board of Blaine County Commissioners urges you in the strongest terms to make every effort, along with your Congressional colleagues, to cause the Federal Aviation Administration to reverse its decision to cease funding the nation's contracted air traffic control towers. We know you are aware that this federal contract tower program (FCTP) is proposed to be ended very soon--by April 7, 2013--in response to across-the-board federal spending cuts under so-called "sequestration."

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Chairman

Angenie McCleary
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Jacob Greenberg
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Cc: Senator Crapo, Senator Risch, Representative Labrador
Attachments



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Lawrence Schoen, Chairman * Angenie McCleary, Vice-Chairman * Jacob Greenberg, Commissioner

Senator Mike Crapo

239 Dirksen Senate Office Building

Washington, D.C. 20510

Via E-mail c/o: C. Conner

March 13, 2013

Re: FAA's Contract Air Traffic Control Tower Program

Dear Senator Crapo,

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Lawrence Schoen
Chairman

Angenie McCleary
Vice-Chairman

Jacob Greenberg
Commissioner

Cc: Senator Risch, Representative Simpson, Representative Labrador
Attachments

Mike Crapo
United States Senator
239 Dirksen Senate Office Bldg.
Washington, D.C. 20510

James E. Risch
United States Senator
483 Russell Senate Office Building
Washington, D.C. 20510



Mike Simpson
Member of Congress
2312 Rayburn House Office Bldg.
Washington, D.C. 20515

Raúl Labrador
Member of Congress
1523 Longworth House Office Bldg.
Washington, D.C. 20515

March 14, 2013

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Dear Secretary LaHood:

We are writing today to seek your assistance in limiting the impact of sequestration on rural, small communities and to request a meeting to discuss this matter in detail.

As you know, the Federal Aviation Administration recently announced its intent to close 173 air traffic control towers on April 7, 2013. Each of these towers serves small and medium-sized communities and is privately run under contracts. Further, many of these towers are located in rural areas that have been heavily impacted by the economic downturn.

We fully acknowledge our support for reducing federal discretionary funding to the levels outlined under sequestration and understand that the cuts necessitated by sequester will have profound impacts on many of our constituents. Having said that, we believed those impacts would be across-the-board in nature and that essential services would be spared where possible.

Therefore, we are dismayed that the cuts to contract towers are disproportionate and inconsistent with the intent of sequestration. The FAA's sequestered funding equals approximately \$600 million out of a \$15.9 billion FY2012 allocation – or less than 4 percent. Yet the cuts to the contract tower program, and the closure of 173 air traffic towers, represent a roughly 75 percent reduction.

Many of our colleagues, in separate letters to you and Administrator Huerta, have outlined numerous options for achieving savings and mitigating the impact on contract towers. Without listing all of those options in this letter, we are confident that options do exist that would lessen the impact on contract towers and allow many of them, if not all of them, to remain open and operating for the foreseeable future.

With that in mind, we request that you delay a final decision on the closure of contract towers in Idaho, and elsewhere, until you have had the chance to meet with us and other Members of Congress who represent impacted sites. Further, we request a meeting with you and your senior staff to discuss this matter further and allow us the opportunity to present our concerns to you in person.

Finally, we ask that you provide us with a list of other possible actions that were considered to achieve the cuts required under sequestration. We are confident that you and your staff considered a wide range of potential actions prior to settling on the disproportionate impacts scheduled to be imposed on contract towers. We, and the people we represent, would appreciate knowing the full scope of actions that were considered.

The impacted control towers in Idaho include those that serve major federal facilities, serve as alternate landing sites for larger airports, provide a critical economic catalyst for their host regions, and experience difficult weather conditions during certain times of the year. We are concerned that the decision to close towers in these communities will not only result in a negative economic impact, but a decline in safety for those who utilize these facilities.

Thank you for your attention to our concerns and we look forward to an expedited response.

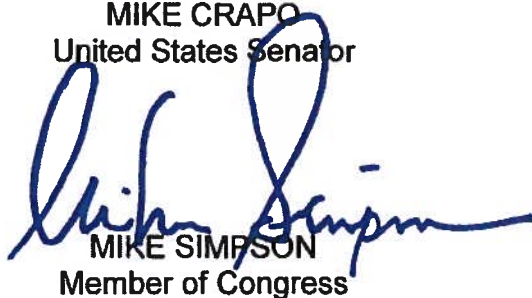
Sincerely,



MIKE CRAPO
United States Senator



JAMES E. RISCH
United States Senator



MIKE SIMPSON
Member of Congress



RAÚL LABRADOR
Member of Congress

Congress of the United States
Washington, DC 20515

March 14, 2013

Michael Huerta
Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Dear Administrator Huerta,

We are deeply troubled by your public statements and proposed actions regarding the effect of sequestration on local airports. These airports have long played a vital role in economies across the country. Local airports serve as a gateway to distant markets for local businesses, as a primary link between rural communities and the larger aviation network, and as a critical backup to some of our nation's busiest airports.

Over the past two weeks, you and Secretary LaHood have decried the cuts imposed by the sequester as "crippling" and fatal for the Federal Aviation Administration. Your office has released a list of contract towers that you claim will be abandoned to meet the \$628 million in cuts from the sequester. These cuts would reduce funding for nearly 200 contract control towers out of the 250 towers in the program. Combined, these airports handle 28% of tower operations nationwide, playing a vital role in our nation's transportation infrastructure. Put simply, these cuts are drastic, unnecessary, and should be reevaluated.

We expect a responsible executive in your position to propose rational solutions to minimize the effect of these cuts on the aviation infrastructure and the traveling public. In fact, Congress requested such a plan six months ago. But your department has failed to deliver such plans, an unacceptable failure to respond to modest belt-tightening that so many American families have done over the last four years.

As Representative Sam Graves noted during your testimony before the House Transportation and Infrastructure Subcommittee on Aviation last week, these modest reductions would return FAA funding to the same level it had in FY2008. We find it difficult to believe the FAA cannot now manage these spending reductions since it seemed to perform just fine in 2008. This is particularly disappointing considering your organization spends \$500 million on consultants and \$200 million on travel each year, yet it apparently cannot find \$30 million a month to offset the sequester reductions.

We therefore request you provide:

- a detailed assessment of the effects the closure of 189 contract towers would have on our aviation infrastructure's structural integrity
- a detailed list of other alternatives that were considered to mitigate the sequester's effect on the Contract Tower Program
- a detailed list of all planned FY2013 thru FY2015 conventions, conferences, and trips that were organized, paid for, or attended by FAA staff and their cost to taxpayers

Please provide this information no later than 5:00 p.m. EDT on March 29, 2013. Thank you for your prompt attention.

Sincerely,



Tom Cotton
Member of Congress



John Boozman
United States Senator



James H. Bisch
United States Senator



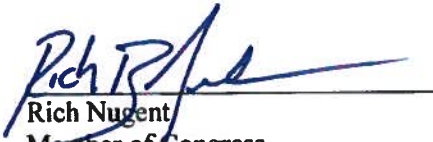
Martha Roby
Member of Congress



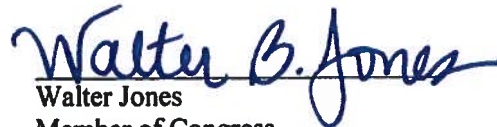
Virginia Foxx
Member of Congress



Bob Goodlatte
Member of Congress



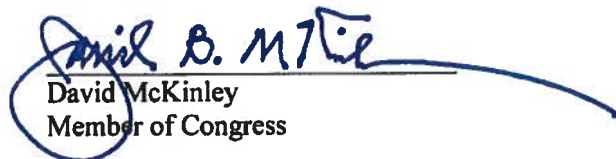
Rich Nugent
Member of Congress



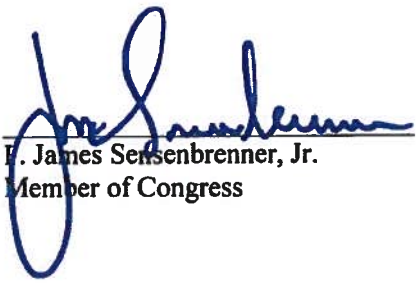
Walter Jones
Member of Congress



Richard Hanna
Member of Congress



David McKinley
Member of Congress



F. James Sensenbrenner, Jr.
Member of Congress



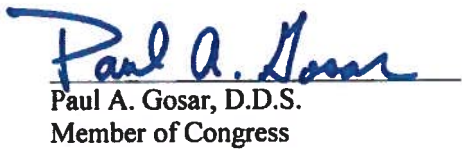
Rick Crawford
Member of Congress



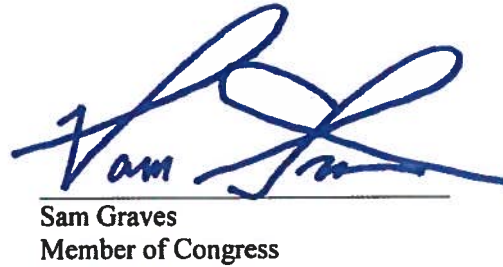
Paul C. Broun, M.D.
Member of Congress



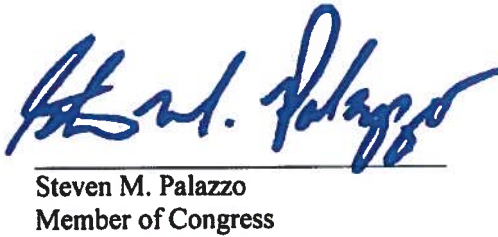
Steve Pearce
Member of Congress



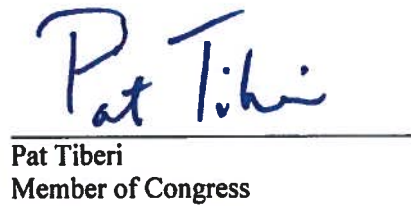
Paul A. Gosar, D.D.S.
Member of Congress



Sam Graves
Member of Congress



Steven M. Palazzo
Member of Congress



Pat Tiberi
Member of Congress




Sean Duffy
Member of Congress

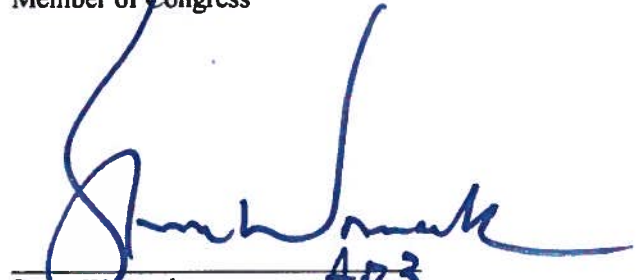


Sam Johnson
Member of Congress



Tom Marino
Member of Congress

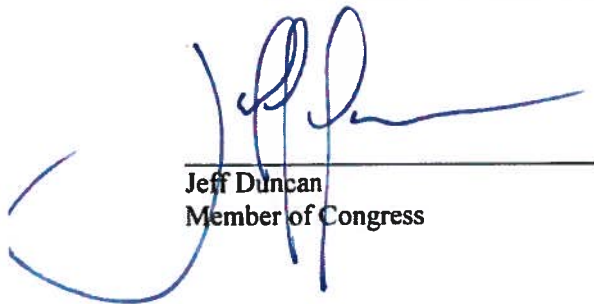

Tom Petri
Member of Congress


Blake Farenthold
Member of Congress

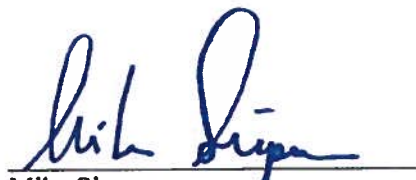

Steve Womack
Member of Congress


Pete Olson
Member of Congress


Ralph Hall
Member of Congress


Jeff Duncan
Member of Congress


Mario Diaz-Balart
Member of Congress


Mike Simpson
Member of Congress


Louie Gohmert
Member of Congress



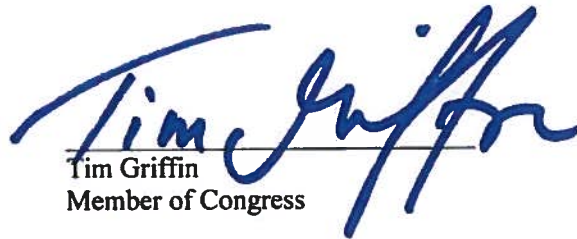
Steve Daines
Member of Congress



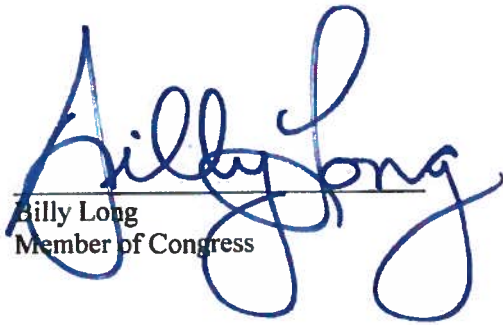
Lou Barletta
Member of Congress



Dan Benishek
Member of Congress



Tim Griffin
Member of Congress



Billy Long
Member of Congress



Joe Barton
Member of Congress



Rodney Davis
Member of Congress



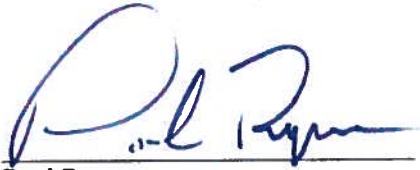
Tom Cole
Member of Congress



Adrian Smith
Member of Congress



Steve Stivers
Member of Congress



Paul Ryan
Member of Congress



Pedro R. Pierluisi
Member of Congress



Ed Royce
Member of Congress



Bill Flores
Member of Congress



Raul Labrador
Member of Congress



IDAHO TRANSPORTATION DEPARTMENT

Division of Aeronautics
3483 Rickenbacker Street • Boise ID 83705

(208) 334-8776
itd.idaho.gov/aero

Date: March 25, 2013

To: Senator Dan Johnson

From: Mike Pape

RE: Air Traffic Control Tower Closures

Sen. Johnson:

Thank you for your letter in support of Idaho's air traffic control facilities currently identified for closure by the FAA. Governor Otter's Office has asked me to reply to you and offer any assistance I can provide.

The U.S. Department of Transportation's Federal Aviation Administration (FAA) last Friday published their final decision to close 149 contract air traffic control towers beginning April 7 as part of its plan to meet the \$637 million in cuts required under budget sequestration. The four Idaho airports currently staffed with contract controllers are Hailey, Idaho Falls, Lewiston and Pocatello. Twin Falls, as an FAA operated tower, is expected to be closed at a later date. Boise, another FAA operated tower, is expected to remain open with the exception of its midnight shift.

Without air traffic control towers in operation, pilots will be required to maintain their own traffic separation. Pilots are trained to fly in such conditions and specific procedures are in place for operating at non-towered airports. However, local air traffic control provides an important extra measure of safety.

We are told by the FAA that the towers slated to close were those that had fewer than 150,000 movements and fewer than 10,000 airline operations annually. All Idaho airports, with the exception of Boise, fit those criteria.

In early March the FAA announced an airport appeal process to help FAA evaluate keeping open any of these towers, if doing so would be in the nation's interest. The national interest considerations include:

- 1) Significant threats to national security as determined by the FAA in consultation with the Department of Defense or the Department of Homeland Security;
 - 2) Significant, adverse economic impact that is beyond the impact on a local community;
 - 3) Significant impact on multi-state transportation, communication or banking/financial networks; and
 - 4) The extent to which an airport, currently served by a contract tower, is a critical diversionary airport to a large hub.
-

Although each Idaho airport with a contract tower participated in the appeal process, all remained on the current list of 149 slated to close.

Since the initial announcement of tower closures the following steps have been taken to reverse this decision:

Idaho Airports have contacted the state's congressional delegation detailing the negative impact such action would cause. They have participated in the FAA appeal process, gathered significant economic data in support of airports, identified significant safety concerns and listed numerous operational roadblocks this action would cause. The Idaho Airport Management Association (IAMA) has also written in support of the state's contract air traffic control towers.

State Aeronautics has compiled data in support of all airports with contract air traffic control towers slated to close and provided that information to the Governor's office, congressional delegation and state legislators.

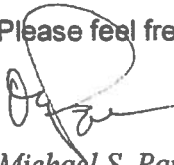
The Idaho legislature has accepted numerous letters and emails of concern by constituents and assisted with the appeal process.

The Governor's office has been well informed of the issue and has remained in contact with all stakeholders.

Many aircraft operators, aviation businesses, former legislators, aviation trade organizations, local economic groups and military units have also expressed their concern to the state, the FAA and congress, all to no avail.

Considering the situation we now face, the chances that this decision can be reversed is low. The Idaho Division of Aeronautics remains in support of Idaho's airports and the contract air traffic control facilities that keep them safe. We will continue to monitor the situation and attempt to find any unexpected opportunity to reverse this detrimental decision.

Please feel free to contact me directly if I can provide any additional information.



Michael S. Pape
Administrator
Idaho Division of Aeronautics
3483 Rickenbacker
Boise, ID 83705
208-334-8788 office
208-830-9624 mobile

Rick Baird

From: John Strauss <john@glasscockpitaviation.com>
Sent: Friday, March 29, 2013 10:54 AM
To: Rick Baird
Cc: Mike Rasch
Subject: Nontowered Airports Operations - AOPA Safety Advisory
Attachments: Nontowered Airports SA08.pdf; Senator Risch letter.docx

Rick,

As a flight instructor I feel compelled to assist pilots with a review of training materials fearing that our control tower might still close unless drastic actions are taken quickly. I have coordinated with the Blaine County Pilot's Association a potential pilot's meeting to review operating procedures at "Nontowered Airports". I haven't heard any specifics of what FAA Administrator Michael Huerta has in mind to "keep air operations safe even in the wake of the closures" but I suggest that we should certainly attempt some education along the way.

Attached is an AOPA Safety Advisory specifically describing recommended operational procedures for "Nontowered Airports". We plan on reviewing this (and other training materials) with pilots so they can freshen up on nontowered operational procedures and recommendations. Feel free to share this very informative safety advisory which can also be downloaded by web searching "nontowered operations aopa".

I have also attached a copy of my position statement previously sent to US Senators Risch and Crapo voicing my objections to closing our control tower. If you feel it is appropriate, please feel free to also share it with the FMAA Board should it assist you or them with the many challenges we face.

If your appeal letter to the FAA is within the public domain, please forward me a copy so I can attempt to remain consistent and supportive of actions taken in an attempt to return some logic to this challenge.

Thank you for your recent local newspaper quote stressing that closing the tower "won't make the airfield unsafe, but it takes away another layer of safety" I wish to be consistent and supportive of that line of reasoning. I am respectfully NOT in agreement with Horizon's and SkyWest's representatives indicating the impact will be "minimal." Although I believe the impacts will indeed be substantial, I would like to do all we can to attempt to mitigate the challenging consequences. I remain an advocate for full disclosure of any information which assists those who do not understand the true facts surrounding this very important issue.

Might it assist you and the FMAA Board if I presented a brief summary of the local pilot's concerns and issues regarding the possibility of closing our tower? If so, please advise what I might do to assist with getting facts to those who might consider our concerns.

Please advise if there is anything else I might do to assist regarding this matter.

John Strauss
(208) 720-1537

Dear Senator Risch,

I was pleased to read on your website that you recently cosponsored an amendment attempting to exempt from sequester certain "essential services" government programs. I ask you to consider the following facts regarding the recently announced Air Traffic Control Tower closures and have them deemed as "essential services" provided by our FAA.

As a certified flight instructor and owner of an aviation flight school in Hailey, ID it is my privilege to operate a diverse list of aircraft here at Friedman Memorial Airport, Hailey, ID (KSUN). I operate and train in multi-engine jet, multi-engine piston, including the highest performance single engine glass cockpit aircraft being manufactured through light GA aircraft including our beginning single engine trainers and even light sport aircraft.

Recently I enjoyed the success of a 16 year old customer's first solo flight here at the KSUN Airport. As his parents anxiously observed the success of their son's first solo flight, they asked, "What is going to happen if the control tower closes?" I answered that we will indeed lose a significant layer of safety if our Federal Control Tower is closed.

What was harder to explain is why our government would order air traffic control tower closures and apparently reverse directions and no longer support their mantra that "Safety is job one!" Apparently sequester cuts have now become more important than the flying public's safety concerns.

We certainly have empathy for economic hardships during these tough financial times. However, closing 173 Federally operated air traffic control towers seems very unwise to say it delicately. The significant reduction of safety our National Airspace System will suffer as a result of these arbitrary sequester cuts will likely prove to be extremely imprudent.

Of specific concern is the fact that Hailey, Idaho is located in the remote mountaneous terrain of South Central Idaho. Like others around the country, we do not enjoy departure or arrival radio or radar services provided by (in our case Salt Lake) Center (Air Route Traffic Control Center "ARTCC" or "Center"). Our departing and arriving aircraft are well over 10 to 15 miles away from our airport and must be at an altitude in excess of approximately 4,000 feet above the surrounding mountains before being visible on Federal radar scopes. Our airport enjoys scheduled commercial air service plus hosts a large number of instrument approaches of both commercial carriers and GA (General Aviation) corporate aircraft. The tower's operational hours are already limited during nighttime hours (remaining open during the scheduled airliners' and cargo hauler operations) in an effort to already be fiscally responsible. In truth, our airport hosts the second largest number of instrument operations within our state (second only to Boise, our state capital, which is the only airport with terminal radar services within the entire State of Idaho). Source: Air Traffic Activity System (ATADS)
<http://aspm.faa.gov/opsnet/sys/Airport.asp>

We have been informed that only "national interests" will be considered (and in fact "local interests" will NOT be considered) in appealing the decision to close our control tower. Since all aviation literature indicates that "GA safety" appears on the NTSB's "most wanted list" we are shocked to hear that

“safety” does not appear to be a priority any more (instead it appears to be overridden by National financial interests). Very concerning indeed since a significant layer of safety will be eliminated if our FAA contract control tower is closed.

Our tower bears the normal responsibilities of issuing taxi, takeoff, and landing clearances, arrival routes, and altitude separations. As proposed, the burden of controlling and coordinating instrument approaches will be shifted to Salt Lake Center and left up to pilots to coordinate their activities on a Common Traffic Advisory Frequency (“CTAF”). How a remote Center is supposed to adequately protect the instrument arrivals and departures when they can’t see them on their radar or talk to them is simply incredulous. This unfathomable duty will indeed become an additional burden on the National Airspace System for which they are not equipped or prepared (as they too will likely suffer from reduced funding and employee furloughs) and will significantly affect Center’s ability to safely manage aircraft operations. Even more concerning, it is simply IMPOSSIBLE for Center to separate all other taxiing aircraft during takeoff and landings during selected “large” aircraft operations as required by our unique “operational limitations” imposed during an FAA conducted and mandated Safety Risk Management Document. Eliminating our tower’s layer of safety is definitely a “National” Airspace safety concern.

Many members of the aviation community have voiced very loud and adamant concerns about the safety of flying while aircraft are operating on ATC clearances within our National Airspace "Control Zone" without radar and now without a control tower. I join their serious safety concerns about flying under these circumstances without an operating control tower (especially during our high volume peaks during inclement weather including rain and snow showers or thunderstorms in mountaneous terrain, Heaven forbid at night!). If the proposed cuts are indeed implemented without considering the consequences, aircraft operating on a National Airspace ATC clearance will get dumped into an "uncontrolled" (no operating control tower) airport environment including a mixture of visual (VFR) and instrument (IFR) aircraft which often includes Commercial Air Carrier, AirTaxi, air ambulance, fire fighting, Military, and GA operations.

The consequences of the recent budget cuts will clearly include reduced safety, additional burdens on Salt Lake Center (ARTCC), losses of necessary air travel, much greater responsibilities and liability of aircraft operators and pilots, destruction of the career choices and businesses dependent upon our aviation communities’ men and women who have expended significant financial investments as they enter into careers in aviation, plus further loss of confidence in our Federal Government,. Your actions are sending a very destructive message to existing pilots plus our youth and future employees as they serve or attempt to enter the aviation industry to help the economy recover. Some conclude it confirms the NTSB’s (and potentially the FAA and Congress’) desire to put GA on their “hit list” which has resulted in what looks like the ongoing destruction of our aviation industry.

Please do not make me explain to another concerned parent that our Federal Government has taken quantum leaps backwards regarding safety issues. By their recent actions, our Washington representatives have definitely reduced their dedication to safety within our National Airspace System by implementing their own failed financial policies and decisions.

I have spent my entire aviation career teaching "Safety is job one!" which has been at the forefront of flight instruction's many obligations. Washington's recent failures have now severely tainted the public's believe that safety remains job one.

I have tried desperately to find a valid comparison of the risks of operating IFR high speed jet and high performance piston aircraft at an uncontrolled airport under these circumstances without radar or an operating control tower. My son (who is in law enforcement) suggested it is like asking a police officer to respond to a "shots fired" call and having to admit that the government fired the dispatcher due to budget cuts. You are in essence saying, " Sorry we had to close dispatch [or air traffic control] due to budget constraints. Just do your best and talk it over among yourselves because we can't regrettably can't afford to address your safety concerns. Good luck! " Wow indeed!

Should you wish any specific additional information about the dire consequences being imposed, please feel free to contact me for any additional information which might assist governmental officials in realizing the consequences and true facts involved in their recently announced actions. These are not White House tour denials, minor economic consequences, or political footballs being tossed around. These are significant safety issues! Please do not wait until we notice a spike in aircraft near miss reports (or worse) which will further fuel the media's lust for high profile, negative National News. Please protect this very straight forward National safety issue.

Please support Hailey, Idaho's appeal to not bear the burden of additional safety risks due to Washington DC's failed economic policies.

Sincerely,

John O. Strauss

john@glasscockpitaviation.com

Phone (208) 720-1537

Certified Flight Instrument Instructor ("CFII")

Single and Multi Engine, Instrument, and Citation Mustang (Jet) Type Rated

JAMES E. RISCH

IDAHO

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COMMITTEES

ENERGY AND NATURAL RESOURCES
FOREIGN RELATIONS
SELECT COMMITTEE ON ETHICS
SELECT COMMITTEE ON INTELLIGENCE
SMALL BUSINESS AND ENTREPRENEURSHIP

March 22, 2013

Mr. John Strauss
P.O. Box 1436
Hailey, ID 83333-1436

Dear Mr. Strauss:

Thank you for contacting me regarding the closing of some air traffic control towers. I appreciate hearing from you.

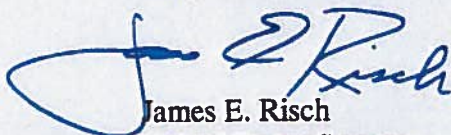
The federal sequestration established by the 2012 Budget Control Act took effect on March 1st. I voted in favor of a sequestration replacement which granted the president flexibility in implementing the full sequester. This alternative prohibited tax increases but allowed the president and federal agencies to prioritize high-priority projects by implementing larger cuts to programs where the president found waste and redundancies. Unfortunately, this alternative failed and the original sequester went into place.

In addition, I co-sponsored an amendment to the Senate Continuing Resolution to restore funding for all 189 contract air traffic control towers. Regrettably, this amendment was not brought up for a vote.

I have also signed two letters to the Federal Aviation Administration administrator questioning his decision to close these towers, which handle 28 percent of critical tower operations nationwide.

I really value your effort to get in touch with me to share your thoughts, as many Idahoans do. Please do not hesitate to contact me in the future on this or other issues.

Very Truly Yours,


James E. Risch
United States Senator

JER/ca

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(208) 667-6130

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LEWISTON, ID 83501
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SUITE 290
275 SOUTH 5TH STREET
POCATELLO, ID 83201
(208) 238-6817

SUITE 201
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TWIN FALLS, ID 83301
(208) 734-6780

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IDAHO FALLS, ID 83402
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Kenneth P. Quinn
tel 202.663.8898
kenneth.quinn@pillsburylaw.com

April 2, 2013

Via Messenger

The Honorable Michael P. Huerta
Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Washington, D.C. 20591

Re: Airport Contract Tower Closures

EMERGENCY REQUEST FOR ADMINISTRATIVE STAY

Dear Administrator Huerta:

We are writing on behalf of our clients, the American Association of Airport Executives ("AAAE") and its affiliate organization, the U.S. Contract Tower Association ("USCTA"), to respectfully petition for reconsideration and request for an immediate administrative stay of the FAA's decision to close 149 federal contract air traffic control towers between April 7 and May 5, 2013. This request is being made pursuant to Fed. R. App. P. 18, which means that absent such administrative stay, we will view the FAA's decision as final agency action and shall be seeking immediate relief on behalf of our clients in the appropriate Circuit Court(s) of Appeals.

As you know, AAAE is the world's largest professional organization for airport executives, representing thousands of airport management personnel at 850 airports. Its affiliate organization, USCTA, represents the interests of those airports around the

The Honorable Michael P. Huerta
April 2, 2013
Page 2

country with contract towers. All but five of the airports that are subject to the FAA's planned contract tower closures are members of AAAE and USTCA.¹

We respectfully submit that the FAA contract tower decision is not based on substantial evidence, and is arbitrary and capricious, in violation of the FAA Act, 49 U.S.C. § 40101 *et seq.*, Administrative Procedure Act ("APA"), 5 U.S.C. § 706 (2)(A) and the National Environmental Policy Act ("NEPA"), 42 U.S.C. § 4321. First, by choosing to close 149 federal contract air contract control towers as part of its sequestration implementation plan without providing any reasoned analysis as to why it chose contract towers as its sequestration target, versus all other items in its budget, much less which towers to close and which to stay open—the FAA has failed to fundamentally explain its rationale and act in accordance with the APA. *See Motor Vehicle Mfr. Ass'n v. State Farm Mut. Automobile Insurance Co.*, 463 U.S. 29, 42-43 (1983). The FAA has not "examine[d] the relevant data and articulate[d] a satisfactory explanation for its action." *Id.* at 43. In addition, the FAA must explain its decision in sufficient specificity for affected parties and a reviewing court to determine "the considerations underlying the action under review." *SEC v. Chenery Corp.*, 318 U.S. 80,94 (1943). Here, the FAA took drastic action to close almost 150 ATC towers with no administrative record, other than one letter and an email.

Nothing exists in the Balanced Budget and Emergency Deficit Control Act, 2 U.S.C. § 201(a) that mandates this draconian outcome. With 251 towers in the program, the proposed closure represents a nearly 60 percent reduction in the contract tower program, which far exceeds the five percent cuts being implemented in other areas of the FAA's budget. No justifiable reason exists to single out the contract tower program and make it the Administration's poster child for sequestration cuts. Nor should such fundamental changes occur without proper notice, comment, and analyses.

Second, we understand that the FAA did not undertake any environmental assessment of the impact of the contract tower closures. Closing ATC towers likely will shift noise and air quality over areas not impacted previously, and may well constitute "a major Federal action[]significantly affecting the quality of the human environment," requiring environmental consideration under NEPA, 42 U.S.C. § 4332(2)(C). Under the

¹ Of the 149 contract towers that the FAA has determined should be closed, 144 are members of the AAAE and/or USCTA. The contract towers that are not represented by the AAAE and/or USCTA are: Fullerton Tower (Fullerton, California); Fox Tower (Lancaster, California); Detroit City Tower (Detroit, Michigan); Executive Tower (Dallas, Texas); and Ogden Tower (Ogden, Utah).

FAA's own Order implementing NEPA, Order 1050.1E, when the FAA takes an action, it must either: (i) make a determination that the proposed action is within one of the FAA's categorical exclusions; (ii) prepare an environmental assessment to assess significance, or (iii) if significant, prepare an Environmental Impact Statement ("EIS"). Here, we understand the FAA conducted no environmental analyses, much less an adequate hard look at competing alternatives, including no action.

We would also observe that this decision carries significant federalism impacts by forcing states/localities to assume the costs for managing critical aspects of the federal airspace system, while imposing—in effect—a series of unfunded mandates. For those communities that are able to find local funding for the federal program, these closures are effectively forcing the communities to assume the FAA's responsibilities to ensure the safe operation of the national airspace.

Beyond APA, NEPA, and Federalism concerns, we respectfully believe closing almost 150 ATC towers could have an adverse aviation safety and efficiency implications, with enormous economic impacts—none of which have been adequately reviewed. These harms include increased delays at other airports from rerouted aircraft, increased burdens on already busy FAA ATC towers, cessation of commercial air carrier service, increased fuel consumption, and direct and indirect job losses in affected regions. Military operations would be impacted as most military training missions require operational control towers. Airspace reclassifications would occur – with Class D airspace reverting to Class E airspace, resulting in dramatic increases in the workload of the overlying radar facility and FAA/terminal facilities. The harm from the FAA's planned control tower closures and resulting uncontrolled airfields will be irreparable to both the affected airports and the national airspace system.

The FAA's proposed action will cause significant harm to the AAAE/USCTA's members. Several of these airports have mainline commercial service that depend on contract towers for passenger operations. Communities without commercial service lose vital economic and transportation links to the national and international marketplace. They lose economic revenue from tourism and visitors. Airports lose revenue as result, forcing them to rely more heavily on federal grants-in-aid to maintain and operate their airports. Airlines are also impacted as they face increased costs in revising schedules and re-accommodating passengers already scheduled to fly into these airports, as well as lost revenue from canceling service to a community. Jobs will be lost as commercial service declines, both in the local communities and airports, and more broadly as local businesses are no longer able to access the national and international marketplace as easily.

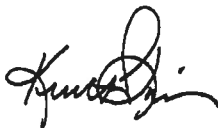
The Honorable Michael P. Huerta
April 2, 2013
Page 4

These effects are not localized to the communities, but have rippling effects throughout the U.S. and the aviation system – affecting airlines and airports alike. Unfortunately, once a community loses commercial service, the harm is done. Not only is getting service back difficult and unlikely, but the impacts will be immediately felt. Reconsideration and a stay is essential to prevent these irreparable harms.

Beyond the loss of commercial service, USTCA estimates that the sudden loss of controlled airspace could add more than 13,500 flight hours annually, resulting in delays, increased fuel consumption, air quality impacts, and productivity losses. Airports with federally towers will be required to take on additional service from those airports no longer capable of accommodating it, resulting in increased congestion and operational difficulties in accommodating these flights. This will place additional stress on the remaining federally operated towers and air traffic control towers. Again, once the towers close, these harms cannot be easily undone.

We respectfully request the FAA grant this petition for reconsideration and for an administrative stay. Due to the pendency of the closings, and the impacts on AAAE members and at USTCA member airports, we request a response no later than 3:00p.m., Wednesday April 3, 2013, so that AAAE and USTCA may seek, if necessary, judicial relief to prevent the FAA's closure of these important national resources. Thank you for your consideration.

Sincerely,



Kenneth P. Quinn

cc: Kathryn B. Thomson, FAA Chief Counsel
Spencer Dickerson, AAAE President – Meetings and International and
USCTA Executive Director

Sixty-second Legislature

LEGISLATURE OF THE STATE OF IDAHO

First Regular Session - 2013

IN THE HOUSE OF REPRESENTATIVES

HOUSE JOINT MEMORIAL NO. _____

BY _____ COMMITTEE

A JOINT MEMORIAL

TO THE SECRETARY OF THE UNITED STATES DEPARTMENT OF TRANSPORTATION, THE ADMINISTRATOR OF THE FEDERAL AVIATION ADMINISTRATION, AND TO THE CONGRESSIONAL DELEGATION REPRESENTING THE STATE OF IDAHO IN THE CONGRESS OF THE UNITED STATES.

We, your Memorialists, the House of Representatives and the Senate of the State of Idaho assembled in the First Regular Session of the Sixty- second Idaho Legislature, do hereby respectfully represent that:

WHEREAS, the Congress of the United States has imposed a federal budget sequestration for Federal Fiscal year 2013; and

WHEREAS, the Secretary of the United States Department of Transportation, Ray LaHood, and the Administrator of the Federal Aviation Administration, Michael Huerta, have jointly announced a \$600 million reduction in FAA expenditures for the remainder of the Federal Fiscal year 2013; and

WHEREAS, the Federal Aviation Administration spending reduction includes, among other measures, the elimination of the midnight shift at more than sixty air traffic control towers, and the closure of more than 100 air traffic control towers at airports with fewer than 150,000 flight operations, or 10,000 commercial operations per year; and

WHEREAS, the proposed elimination of the midnight shift at more than 600 air traffic control towers includes the Boise Tower, located at the Boise Airport (BOI); and

WHEREAS, the closure of more than 100 air traffic control towers at airports, with fewer than 150,000 flight operations, or 10,000 commercial operations per year includes air traffic control towers at the Idaho Falls Regional Airport (IDA), Pocatello Regional Airport (PIH), Friedman Memorial Airport (SUN), Joslin Field-Magic Valley Regional Airport (TWF), and the Lewiston-Nez Perce County Airport (LWS) ; and

WHEREAS, the elimination of the midnight shift at the Boise Tower (BOI) would cause a loss of low visibility instrument approaches, eliminate traffic separation among aircraft, increase delays due to aircraft waiting for each other to take off or land in poor weather; and

WHEREAS, the closure of the air traffic control tower at the Idaho Falls Regional Airport (IDA) would negatively impact air access for support of the Idaho National Laboratory, increase delays due to aircraft waiting for each other to take off or land in poor weather, reduce aircraft incident/accident response; and

WHEREAS, the closure of the air traffic control tower at Pocatello Regional Airport (PIH), would negatively impact aerial firefighting air tanker services over a three state area, eliminate student flight training when there is a requirement to perform some of that training at a towered airport; and

WHEREAS, the closure of the air traffic control tower at the Friedman Memorial Airport (SUN) would negatively eliminate the safe, expeditious flow of aircraft traffic into and out of a challenging, mountainous airport, cause safety issues due to the non-standard runway operations, restrict the maintenance and improvement of commercial air service to the region; and

WHEREAS, the closure of the air traffic control tower at Joslin Field-Magic Valley Regional Airport (TWF), would negatively impact agricultural aviation in south central Idaho and could reduce aerial wild land firefighting activities; and

WHEREAS, the closure of the air traffic control tower at the Lewiston-Nez Perce County Airport (LWS) would reduce the availability of field condition reporting, eliminate U.S. Navy flight training capabilities, reduce Coast Guard aircraft use to patrol inland waterways, eliminate sequencing and separation between commercial traffic and the aerial applicator aircraft and cause numerous flight delays; and

WHEREAS, the shift reduction and closure of air traffic control towers in the State of Idaho would negatively impact the State of Idaho by restricting flight operations, cause flight delays, diminish weather reporting capabilities statewide; and

WHEREAS, the shift reduction and closure of air traffic control towers would negatively impact the economy of the State of Idaho by reducing the number of flights and passengers within the state, reduce navigation aid monitoring and repair, increase the cost of flight operations due to delays for aircraft waiting for each other to take off or land in poor weather; and

NOW, THEREFORE, BE IT RESOLVED by the members of the First Regular Session of the Sixty- second Idaho Legislature, the House of Representatives and Senate concurring therein, that the United States Department of Transportation, and the Federal Aviation Administration are respectfully requested to remove the six (6) Idaho airports from their budget reduction plans regarding the shift reduction to or closure of air traffic control towers within the state of Idaho. Specifically, do not eliminate the midnight shift at the Boise Tower located at the Boise airport (BOI), and do not close the air traffic control towers at the Idaho Falls Regional Airport (IDA),

Pocatello Regional Airport (PIH), Friedman Memorial Airport (SUN), Joslin Field-Magic Valley Regional Airport (TWF), or the Lewiston-Nez Perce County Airport (LWS).

BE IT FURTHER RESOLVED that the Chief Clerk of the House of Representatives be, and she is hereby authorized and directed to forward a copy of this Memorial to the Secretary of the United States Department of Transportation, the Administrator of the Federal Aviation Administration, and the congressional delegation representing the State of Idaho in the Congress of the United States.



March 10, 2013

Mr. J. David Grizzle
Chief Operating Officer
Federal Aviation Administration
800 Independence Ave., SW
Washington D.C. 20591

Dear Mr. Grizzle:

Please accept this letter as our initial communication in connection with a formal appeal to continue FAA funding of air traffic control services at Friedman Memorial Airport (SUN) in Hailey, Idaho. While the FAA must make difficult choices in achieving budgetary reductions via sequestration, the loss of air traffic control services at SUN in light of our unique operational challenges will significantly jeopardize the safety of operations at SUN and may result in the loss of significant commercial activities at the airport. Given SUN's classification as a primary commercial airport in the 2013 National Plan of Integrated Airport Systems (NPIAS), the loss of air traffic control services would be a significant negative impact to the national airspace system (NAS). The loss of air traffic services at SUN will have a substantial and irretrievably negative impact on the NAS for the reasons set forth in this letter. While not all of these considerations mirror precisely those set forth in Mr. Grizzle's email of March 8, all of the impacts at SUN have substantial negative national implications that deserve agency consideration.

Located in the Sun Valley Region, Friedman Memorial Airport has been a member of the Federal Contract Tower Program (FCTP) since 1997 operating under a contract with Serco, Inc. SUN has 150-based aircraft, which is significantly higher than the average for all non-hub primary airports in the NPIAS (92). In 2012, SUN had over 30,000 total operations and over 10,000 commercial (air carrier and air taxi) operations. While these counts are below the newly announced ad hoc thresholds for continued funding of air traffic control services set forth in Mr. Grizzle's March 5, 2013 letter, SUN has a number of unique operational challenges that would seriously jeopardize the continued safety of operations at the airport should air traffic control services cease. Let me make it clear that defunding the tower at SUN raises a serious specter that the tower will be closed on April 7. Without an assurance of continued FAA FCT funding, there is no guarantee that the tower will remain operational.

First, SUN is located within a narrow mountain pass, which necessitates opposite direction arrivals and departures 95% of the time. The tower at SUN provides critical notices to pilots to let them know when they are clear to land or takeoff. Without these vital notices, the risk of runway incursions (the FAA's primary performance goal in the 2012 Performance and Accountability Report) and other serious incidents will increase drastically. Making the need for a tower at SUN even more vital is the fact that Salt Lake Center (which will assume the workload if the tower at SUN is closed) does not have radar coverage below FL140 in the area around the airport. The opposite direction arrivals and departures coupled with the lack of radar coverage around the airport make air traffic control services at SUN necessary to ensure the safe operation of aircraft. Additionally, controllers at SUN provide vital weather information that can be used to efficiently route aircraft to alternative airports in the event of bad weather at SUN. **The closure of the SUN control tower will necessarily increase workload at Salt Lake Center and shift larger traffic to other airports increasing relative workloads. These increased workloads at FAA centers and approach controls will have an adverse ripple effect throughout the NAS.**

FRIEDMAN MEMORIAL AIRPORT

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MAIL P.O. Box 929 • STREET 1616 Airport Way • Hailey, ID 83333

Mr. J. David Grizzle
Chief Operating Officer
Federal Aviation Administration
March 10, 2013
Page 2 of 3

A second operational complexity that makes air traffic control services necessary at SUN is the requirement that the taxiway remain sterile during both takeoffs and landings for certain commercial aircraft. SUN's unique design (the airport has only a single taxiway from terminal and hangars) coupled with opposite direction arrivals and departures necessitates that the tower provide notices to both aircraft on the ground and on approach to the airport. Without the advisory notices from the air traffic controllers, unfamiliar pilots may accidentally taxi while another aircraft is landing at the airport which would increase the risk of a runway incursion or near-miss. **This increased risk of runway incursions and other serious incidents as a result of the closing of the air traffic control tower may result in the ceasing of certain types of operations at SUN, resulting in a loss of key commercial activities at a primary commercial service airport in the United States. As one of the busiest commercial service airports in the State of Idaho, SUN plays a key regional and national role within the NAS; any action that could jeopardize commercial service at SUN would have serious consequences to a large segment of the nation.**

A final operational complexity that makes a tower necessary at SUN is that there are routine VIP operations at the airport (as a result of visits by several Heads of State, U.S. Representatives and Senators, and Cabinet Members to the resort areas in Sun Valley) that require tower observation and coordination with several Federal agencies including the Central Intelligence Agency (CIA), the Federal Bureau of Investigation (FBI), the State Department, and the U.S. Secret Service. While normal operations at SUN are a challenge given the terrain and space limitations of the field, VIP operations would be nearly impossible without a tower given the important role the tower plays in keeping the airspace clear of other traffic and coordinating the timing of security details. **If the tower at SUN were to close, there would be a serious adverse impact on national security, could jeopardize the mission of the U.S. Secret Service and could negatively affect international relations with nations whose Head of State would need to land official aircraft in an uncontrolled environment.**

SUN wants to also make it clear that we believe that the FAA's own guidance and practices would establish that the closure of the tower at our airport would constitute a national impact on both safety and efficiency. As a condition of participation in the FCT program, the FAA's Office of Policy and Plans (APO) routinely conducts benefit-cost analysis (BCA) to determine if the presence of a tower at an airport is cost-beneficial to society. Specifically, APO calculates the safety and efficiency benefits associated with the tower at SUN by quantifying items such as the number of avoided collisions and time savings realized by the presence of the tower. Importantly, APO in its written guidance (APO 90-7) and its communications with the United States Contract Tower Association (USCTA) has explicitly noted that local benefits such as job creation and economic development associated with a tower are not and should not be included in the BCA. **However, the loss of jobs associated with the closing of our air traffic control towers (not only at SUN but across the country) will have a serious negative impact on our fragile national economic recovery.** APO, citing guidance from the Office of Management and Budget (OMB), notes that because the investment in air traffic control services is coming from the national level, it is only appropriate to include national safety and efficiency benefits in the calculation of B-C ratios. **Therefore, given SUN's B-C ratio of 1.17, it is clear that removing this cost-beneficial tower from the airport would have a significant impact on safety and efficiency of the NAS at the national level.**

Mr. J. David Grizzle
Chief Operating Officer
Federal Aviation Administration
March 10, 2013
Page 3 of 3

As the FAA considers appeals from several other communities, I ask that you give increased attention to the uniqueness and complexity of the operation at SUN. **It is clear that the closure of the tower at Friedman Memorial Airport will have serious and real national impacts.** Please feel free to contact me directly if you have further questions regarding our appeal of your decision.

Sincerely,



Richard R. Baird
Airport Manager

Cc: Tony Mello
Idaho Congressional Delegation
Friedman Memorial Airport Authority
Peter Kirsch, Esq.
Barry Luboviski, Esq.



March 13, 2013

By email: Closurecomments@faa.gov

By facsimile: 202-493-4565

Mr. J. David Grizzle
Chief Operating Officer
Federal Aviation Administration
800 Independence Ave., SW
Washington, D.C. 20591

Dear Mr. Grizzle:

A few days ago, on March 10, I sent you a letter formally appealing FAA's proposed closure of the federal contract tower at Friedman Memorial Airport (SUN) in Hailey, Idaho. This letter expands on the concerns in my first letter. In particular, as part of its appeal, the Friedman Memorial Airport Authority (the sponsor of SUN) challenges FAA's complete failure to account for the safety consequences of the proposed tower closures. Based on the communications we received from you on March 5 and 8, FAA identified federal contract towers for closure based solely on the volume of operations at an airport. FAA also agreed to reconsider the proposed closures – but not necessarily reverse itself – only if a sponsor could show that closure of its tower would negatively impact the national interest, as measured by four specific factors, *none of which relates directly to safety*.

In my March 10 letter, I explained the unique operational challenges at SUN. As I noted in that letter, loss of the federal contract air traffic control tower at SUN will significantly jeopardize the safety of operations at SUN. Friedman Memorial Airport serves as the primary airport for the Wood River Valley of Idaho, including the communities of Hailey, Carey, Bellevue, Ketchum and Sun Valley. It also provides significant service for all of Central Idaho and is one of the busiest commercial service airports in the entire State of Idaho. It is located within a narrow mountain pass, which necessitates opposite direction arrivals and departures (head-to-head operations) 95 percent of the time. While all towers provide notices to pilots to let them know when they are clear to land or take off, it is especially critical at an airport like SUN with head-to-head operations. Without these notices, the risk of runway incursions and other serious incidents will increase dramatically. The opposite direction arrivals and departures coupled with the lack of radar coverage around the airport make air traffic control services at SUN the only way to ensure safe operation of aircraft. In addition, without advisory notices from the tower, pilots unfamiliar with the airport may accidentally taxi while another aircraft is landing at the airport.

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FAA has already acknowledged formally that SUN faces many unique and challenging operational safety issues. In 2007, FAA published a Notice of Intent (NOI) to study sites for construction of a replacement airport. The NOI stated that as currently configured, SUN cannot comply with FAA airfield design and safety standards commensurate with current use (currently C-III) and future aviation demands for the region. The FAA never completed the environmental analysis necessary to identify a new airport site, and SUN continues to operate in a challenging safety environment. We have been working closely with several FAA offices to address the operational challenges of SUN and are presently discussing Modifications to Standards that are unique to this airport and address the geographical and weather challenges that we must confront on a regular basis.

Maintaining safe operating conditions at this airport is a daily challenge and requires the daily active participation of the air traffic control personnel on site.

Like most airports, safety is an airport-specific obligation at SUN. National statistics and averages, considerations of the NAS and economic and national security issues on a national level tell nothing about whether discontinuance of the tower at SUN is safe and consistent with the FAA's statutory mission. We recognize that FAA may have to make budget reductions (and may even have to reduce operations at some contract towers) but it cannot lawfully do so without considering the very safety factors that led to the funding of the contract tower in the first instance.

Safety at SUN is not an unknown issue for the FAA. FAA staff and consultants have spent untold hours addressing safety at this facility and have repeatedly concluded that an operational air traffic tower is critical to allowing commercial operations. In light of FAA's familiarity with the safety challenges faced at SUN, we expected at the very least to have an opportunity for a discussion with FAA regarding the consequences of closure of the contact tower at SUN. Instead, not only were we given no opportunity for discussion, but we were informed that the only criteria by which we could challenge closure of the tower had nothing to do with safety, and were largely irrelevant to the complex operational issues at SUN. We frankly do not understand why the FAA would want to disregard years of superb technical work by FAA staff, contractors and consultants that have found the 'sweet spot' to optimize safety of operations at SUN.

It appears that in its efforts to comply with sequestration, FAA completely disregarded its core mission, its statutory mandates to prioritize safety, and its voluminous guidance, in the form of orders, advisory circulars, and manuals, regarding decision-making in an environment that values safety above all else. We urge the agency in the strongest possible terms to consider the safety challenges posed by our environment and to reverse its decision to defund the tower at SUN.

By Law, Safety Must Be FAA's Highest Priority

While sequestration imposes new and challenging mandates on the FAA, it does not require or even permit FAA to ignore the laws and guidance that govern FAA's regular operations. As a matter of law, "it is the policy of the United States (1) that the safe operation of the airport and airway system is the *highest aviation priority*" 49 U.S.C. § 47101(a). Elsewhere, federal law mandates that FAA "assign and maintain safety as the *highest priority* in air commerce." 49 U.S.C. § 40101(a)(1). In 1996, Congress re-emphasized FAA's safety mandate, making clear that all competing priorities were subordinate to FAA's safety mandate. Federal Aviation Reauthorization Act of 1996, Pub.L. 104-264, 110 Stat. 3213 (HR 3539).

Recently, when Congress reauthorized FAA operations in the FAA Modernization and Reform Act of 2012, it included a provision stating that

Notwithstanding any other provision of law, in each of fiscal years 2012 through 2015, if the Secretary determines that the funds appropriated ... are insufficient to meet the salary, operations, and maintenance expenses of the Federal Aviation Administration, as authorized by this section, the Secretary shall reduce *nonsafety-related activities* of the Administration as necessary to reduce such expenses to a level that can be met by the funding available under paragraph (1).

Pub. Law 112-95, Section 103(c)(3) (emphasis added).

Substantial guidance provides procedures and standards to assist FAA in operationalizing its safety mandate. Order JO 1000.37 (Air Traffic Organization Safety Management System), and the Air Traffic Organization Safety Management System Manual – Version 2.1 (April 2008) both require that a Safety Risk Management evaluation be prepared prior to any changes to the NAS, including to air traffic control towers (and including cutting hours, as well as establishing or discontinuing contract towers). *See* ATO SMS Manual at 3.3.1.; FAA Order 7232.5G at 8(n). Order 7232.5G also lists operation factors which must be considered before FAA reduces the hours of operation of a tower. This directive is equally applicable to FAA actions that would have the effect of closing a tower. Moreover, safety is a critical factor in the cost/benefit analysis FAA uses to determine whether to establish and fund a federal contract tower. FAA APO-90-7 (Establishment and Discontinuance Criteria for Airport Traffic Control Towers). Pursuant to statute, as well as guidance, when assessing the safety issues for a particular tower, FAA must consider topography, other obstacles to navigation, weather characteristics, and traffic density. *Id.* at 3. Before discontinuing a federal contract tower, even if tower operation is not economically justified, FAA must perform a site specific analysis to assure that "factors unique to the location such as weather and topography, are properly accounted for." *Id.* at 5.

Sequestration Decisions Must Be Consistent With FAA's Mandate

While we recognize that FAA must make difficult choices in order to comply with sequestration, those choices cannot be made in a vacuum, independently of FAA's other, long-standing congressional mandates, including its fundamental mandate to make safety its highest priority. Although OMB has directed sequestration at the budget account level, within the requirements prescribed by Public Law 112-55 (the Sequestration Transparency Act of 2012), FAA retains the discretion to comply with its other statutory obligations while it makes the required cuts. As a result, in identifying the cuts necessary to reduce the Air Traffic Organization's expenditures by the required percentage under sequestration, FAA *must consider safety first*. It has not done so. Instead, as discussed above, there is no indication that FAA was guided by safety considerations in determining to close air traffic control towers in general, or in deciding which specific control towers will be de-funded.

There is no question that, without regard to whether they work at an FAA tower or a contract tower, air traffic controllers perform an essential safety function. Indeed, during previous government shutdowns resulting from expiration of appropriations, air traffic control operations were permitted to continue under an exception for critical government functions. See OMB Memorandum M-95-18 (Aug. 22, 1995) (attaching an opinion from the Office of Legal Counsel, U.S. Department of Justice on Government Operations in the Event of a Lapse in Appropriations, Aug. 16, 1995) (discussing exception for "emergencies involving the safety of human life or the protection of property."). Albeit in a slightly different context – sequestration rather than a government shutdown – air traffic control services are as much as ever a core function necessary for the safety of human life, and FAA is required to prioritize and preserve this essential safety function.

In violation of its core mission, FAA has not prioritized safety in its sequestration decisions. As far as we are aware, FAA has not performed any analysis of the safety and operational consequences of closure of the tower at SUN. FAA must perform this analysis and, with the lens of safety properly in place, take a hard look at which contract towers, if any, are appropriate targets of the budget cuts required by sequestration. The uniqueness and complexity of the operations at SUN require special attention, where closure of the tower will have serious consequences that are not warranted or necessary at this time.

Accordingly, we request that, before making any final decision to defund the SUN tower, the FAA complete its required Safety Risk Management analysis, consider the volumes of safety data that it has assembled regarding ways to optimize safe operations at this airport, and consult with inside and outside safety experts. Further, we request that our tower staff and SUN staff be involved and consulted in that safety analysis. Only after such a site-specific analysis do we believe that the agency can appropriately and properly make a decision whether it is in the national interest (and consistent with the agency's safety mission) to shutter the SUN tower.

Please contact me directly if you wish to discuss our appeal further.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard R. Baird". The signature is fluid and cursive, with the first name "Richard" and last name "Baird" clearly legible.

Richard R. Baird
Airport Manager
Friedman Memorial Airport (SUN)
Hailey, Idaho

Rick Baird

From: David.Grizzle@faa.gov
Sent: Friday, March 22, 2013 11:58 AM
To: yaehle@albany.ga.us; CBRYANT@ARDMORE.ORG; mmedley@cabq.gov; airport@athensclark.county.com; airport@athensclarkcounty.com; davecoramiller@aol.com; dmiller@stlouisregional.com; js@portwallawalla.com; gary.schmidt@mspmac.org; tsoliday@flynaples.com; Jsmith@springdalear.gov; ashmgr@comcast.net; bbarnes@barnesairport.com; bpayne@columbus.in.goveroberts; lllerena@nbtexas.org; jpbourk@aol.com; ken@bocaairport.com; bocabees@bellsouth.net; john.ricci@bridgeportct.gov; thomas.hughes@mobileairportauthority.com; thomas@mobairport.com; bmg@bluemarble.net; carl@cira.com; adam@cira.com; labrown@cob.us; lcbowron@battlecreekmi.gov; lcbowron@ci.battle-creek.mi.us; bmezzetti@beverlyma.gov; BTEEUWEN@CUYAHOGACOUNTY.US; kdelaney@cuyahogacounty.us; jhapp@tamu.edu; dan.rowan@tstc.edu; dan.rowan@dstc.edu; dee@gocolumbiamo.com; lapierm@horrycounty.org; whittier@horrycounty.org; tiffany.gillem@flyjacksonville.com; Julrick@fly-cwa.org; tyaron@fly-cwa.org; padapt@barkleyregional.com; cgallien@chennault.org; scott.smith@mctx.org; TEDWARDS@SARAA.ORG; dharing@cheyenneairport.com; rgrierson@cityofdubuque.org; jattwood@decparcs.com; wattj@detroitmi.gov; am3@flydothan.com; Joel.Bacon@aaaae.org; stacy.moritz@shreveportla.gov; p.estefan@danbury-ct.gov; Charity.Speich@chippewavalleyairport.com; Wbuck@Kenosha.org; mhenry@talbotcountymd.gov; rwalker@cityofnsb.com; rmezzetti@beverlyma.gov; tbraaten@newbernairport.com; kdaugherty@cityoffrederick.com; bcbratton@flylcpa.com; madkins@muncie-airport.com; ANTHONY.CEGLIO@SUFFOLKCOUNTYN.Y.GOV; dheap@ftg-airport.com; douglas.barrett@fultoncountyga.gov; fulairport@ci.fullerton.ca.us; ambarthatp@hotmail.com; rboudreaux@ci.fayetteville.ar.us; rachelle.powell@gardencityks.us; wfix@glendaleaz.com; karen.vanwinkle@arlingtontx.gov; dgant@greenvilles.org; joe@greenvilledowntownairport.com; catherine.young@ct.gov; cindi@glacierairport.com; rbyers@gptx.org; mike@flygrandisland.com; mhainsey@gtra.com; airport@georgetown.org; tmclain@georgetowntx.org; Al.Allenback@Gncnetwork.com; jody.bryson@sc-tac.com; joseph.husband@phoenix.gov; slandry@gyymail.com; kurt.sendlein@ct.gov; pridenour@washco-md.net; mtsweil@cityofhawthorn.org; dvanderleest@jmaa.com; tclark@hickorync.gov; airporthlg@earthlink.net; cneedham@leacounty.net; bcotter@hcdc.ms; philf@hutchgov.com; lhoffman@flytweed.com; ndemeo@broward.org; Rmcfée@bcgov.net; pandres@bcgov.net; salexander@texasaviationpartners.com; ROBERT_STONE@NFTA.COM; c.h.davis@idahofallsidaho.govorchdavis; dcgaines@laughlinbullheadintlairport.com; mark.davidson@smithreynolds.org; THART2@COMCAST.NET; tloyd@kissimmee.org; rbarkes@ncdot.gov; dhoward@ncgtp.com; BNICHOLAS@TOMPKINS-CO.ORG; colin.mckee@jocogov.org; rcraft@jeffcitymo.org; sstockam@joplinmo.org; cloutier@concordnc.gov; ford.fuchigami@hawaii.gov; dennis.l.neves@hawaii.gov; george.crabbe@hawaii.gov; charles.tw.lee@hawaii.gov; Ron@co.rock.wi.us; kmaurer@co.jackson.mi.us; gene.conrad@lakelandgov.net; BARBARA@FLYLAWTON.ORG; GMONZO@PALMERAIRPORT.COM; doug.drymon@leesburgflorida.gov; scoffman@leesburgva.gov; LONGLEY@FLYKFALLS.COM; bhancock@flykfalls.com; DEBERLY@LANCASTERAIRPORT.COM; Torpc@LSEairport.com;

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Subject: FAA Contract Tower Decision Update
Attachments: FCT Open.pdf; FCT Closed.pdf; FCT Cost Share.pdf

In early March, FAA proposed to close 189 contract air traffic control towers as part of its plan to meet the \$637 million in cuts required under budget sequestration and announced that it would consider keeping open any of these towers if doing so would be in the national interest. The National interest considerations included: (1) significant threats to national security as determined by the FAA in consultation with the Department of Defense or the Department of Homeland Security; (2) significant, adverse economic impact that is beyond the impact on a local community; (3) significant impact

on multi-state transportation, communication or banking/financial networks; and (4) the extent to which an airport currently served by a contract tower is a critical diversionary airport to a large hub.

In addition to reviewing materials submitted on behalf of towers on the closure list, DOT consulted with the Department of Defense, the Department of Homeland Security, and conducted operational assessments of each potential tower closure on the national air transportation system. As a result, 24 federal contract towers will remain open because closing them would have a negative impact on the national interest. The FAA will begin a four-week phased closure of 149 federal contract towers beginning on April 7.

An additional 16 number of federal contract towers under the "cost share" program will be able to remain open because Congressional statute sets aside funds every fiscal year for these towers. These funds are subject to sequestration but the required 5 percent cut will not result in tower closures.

Some communities will elect to participate in FAA's non-federal tower program and assume the cost of continued, on-site air traffic control services at their airport (see Advisory Circular AC 90-93A). The FAA is committed to facilitating this transition.

Sincerely,

David Grizzle
Chief Operating Officer
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

FAA Contract Tower Closure List
(149 FCTs)

3-22-2013

LOC ID	Facility Name	City	State
DHN	DOTHAN RGNL	DOTHAN	AL
TCL	TUSCALOOSA RGNL	TUSCALOOSA	AL
FYV	DRAKE FIELD	FAYETTEVILLE	AR
TXK	TEXARKANA RGNL-WEBB FIELD	TEXARKANA	AR
GEU	GLENDALE MUNI	GLENDALE	AZ
GYR	PHOENIX GOODYEAR	GOODYEAR	AZ
IFP	LAUGHLIN/BULLHEAD INTL	BULLHEAD CITY	AZ
RYN	RYAN FIELD	TUCSON	AZ
FUL	FULLERTON MUNI	FULLERTON	CA
MER	CASTLE	ATWATER	CA
OXR	OXNARD	OXNARD	CA
RAL	RIVERSIDE MUNI	RIVERSIDE	CA
RNM	RAMONA	RAMONA	CA
SAC	SACRAMENTO EXECUTIVE	SACRAMENTO	CA
SDM	BROWN FIELD MUNI	SAN DIEGO	CA
SNS	SALINAS MUNI	SALINAS	CA
VCV	SOUTHERN CALIFORNIA LOGISTICS	VICTORVILLE	CA
WHP	WHITEMAN	LOS ANGELES	CA
WJF	GENERAL WM J FOX AIRFIELD	LANCASTER	CA
BDR	IGOR I SIKORSKY MEMORIAL	BRIDGEPORT	CT
DXR	DANBURY MUNI	DANBURY	CT
GON	GROTON-NEW LONDON	GROTON (NEW LONDON)	CT
HFD	HARTFORD-BRAINARD	HARTFORD	CT
HVN	TWEED-NEW HAVEN	NEW HAVEN	CT
OXC	WATERBURY-OXFORD	OXFORD	CT
APF	NAPLES MUNI	NAPLES	FL
BCT	BOCA RATON	BOCA RATON	FL
EVB	NEW SMYRNA BEACH MUNI	NEW SMYRNA BEACH	FL
FMY	PAGE FIELD	FORT MYERS	FL
HWO	NORTH PERRY	HOLLYWOOD	FL
LAL	LAKELAND LINDER RGNL	LAKELAND	FL
LEE	LEESBURG INTL	LEESBURG	FL
OCF	OCALA INTL-JIM TAYLOR FIELD	OCALA	FL
OMN	ORMOND BEACH MUNI	ORMOND BEACH	FL
PGD	PUNTA GORDA	PUNTA GORDA	FL
SGJ	NORTHEAST FLORIDA RGNL	ST AUGUSTINE	FL
SPG	ALBERT WHITTED	ST PETERSBURG	FL
SUA	WITHAM FIELD	STUART	FL
TIX	SPACE COAST RGNL	TITUSVILLE	FL
ABY	SOUTHWEST GEORGIA RGNL	ALBANY	GA
AHN	ATHENS/BEN EPPS	ATHENS	GA
LZU	GWINNETT COUNTY - BRISCOE FIELD	LAWRENCEVILLE	GA
MCN	MIDDLE GEORGIA RGNL	MACON	GA
RYY	COBB COUNTY- MCCOLLUM FIELD	ATLANTA	GA
DBQ	DUBUQUE RGNL	DUBUQUE	IA
IDA	IDAHO FALLS RGNL	IDAHO FALLS	ID
LWS	LEWISTON-NEZ PERCE COUNTY	LEWISTON	ID

FAA Contract Tower Closure List
(149 FCTs)

3-22-2013

LOC ID	Facility Name	City	State
PIH	POCATELLO RGNL	POCATELLO	ID
SUN	FRIEDMAN MEMORIAL	HAILEY	ID
ALN	ST LOUIS RGNL	ALTON/ST LOUIS	IL
BMI	CENTRAL IL RGNL ARPT AT BLOOMINGTON- NORMAL	BLOOMINGTON/ NORMAL	IL
DEC	DECATUR	DECATUR	IL
MDH	SOUTHERN ILLINOIS	CARBONDALE/ MURPHYSBORO	IL
UGN	WAUKEGAN RGNL	CHICAGO/ WAUKEGAN	IL
BAK	COLUMBUS MUNI	COLUMBUS	IN
GYG	GARY/CHICAGO INTL	GARY	IN
HUT	HUTCHINSON MUNI	HUTCHINSON	KS
IXD	NEW CENTURY AIRCENTER	OLATHE	KS
MHK	MANHATTAN RGNL	MANHATTAN	KS
OJC	JOHNSON COUNTY EXECUTIVE	OLATHE	KS
TOP	PHILIP BILLARD MUNI	TOPEKA	KS
OWB	OWENSBORO-DAVIESS COUNTY	OWENSBORO	KY
PAH	BARKLEY RGNL	PADUCAH	KY
DTN	SHREVEPORT DOWNTOWN	SHREVEPORT	LA
BVY	BEVERLY MUNI	BEVERLY	MA
EWB	NEW BEDFORD RGNL	NEW BEDFORD	MA
LWM	LAWRENCE MUNI	LAWRENCE	MA
ORH	WORCESTER RGNL	WORCESTER	MA
OWD	NORWOOD MEMORIAL	NORWOOD	MA
ESN	EASTON/NEWNAM FIELD	EASTON	MD
FDK	FREDERICK MUNI	FREDERICK	MD
HGR	HAGERSTOWN RGNL- RICHARD A HENSON FLD	HAGERSTOWN	MD
MTN	MARTIN STATE	BALTIMORE	MD
SBY	SALISBURY-OCEAN CITY WICOMICO RGNL	SALISBURY	MD
BTL	W K KELLOGG	BATTLE CREEK	MI
DET	COLEMAN A. YOUNG MUNI	DETROIT	MI
SAW	SAWYER INTL	MARQUETTE	MI
ANE	ANOKA COUNTY-BLAINE ARPT(JANES FIELD)	MINNEAPOLIS	MN
STC	ST CLOUD RGNL	ST CLOUD	MN
BBG	BRANSON	BRANSON	MO
COU	COLUMBIA RGNL	COLUMBIA	MO
GLH	MID DELTA RGNL	GREENVILLE	MS
HKS	HAWKINS FIELD	JACKSON	MS
HSA	STENNIS INTL (HSA)	BAY ST LOUIS	MS
OLV	OLIVE BRANCH	OLIVE BRANCH	MS
TUP	TUPELO RGNL	TUPELO	MS
GPI	GLACIER PARK INTL	KALISPELL	MT
EWN	COASTAL CAROLINA REGIONAL	NEW BERN	NC
HKY	HICKORY RGNL	HICKORY	NC
INT	SMITH REYNOLDS	WINSTON SALEM	NC
ISO	KINSTON RGNL JETPORT AT STALLINGS FLD	KINSTON	NC
JQF	CONCORD RGNL	CONCORD	NC
ASH	BOIRE FIELD	NASHUA	NH
TTN	TRENTON MERCER	TRENTON	NJ

FAA Contract Tower Closure List
(149 FCTs)

3-22-2013

LOC ID	Facility Name	City	State
AEG	DOUBLE EAGLE II	ALBUQUERQUE	NM
SAF	SANTA FE MUNI	SANTA FE	NM
ITH	ITHACA TOMPKINS RGNL	ITHACA	NY
RME	GRIFFISS INTL	ROME	NY
CGF	CUYAHOGA COUNTY	CLEVELAND	OH
OSU	OHIO STATE UNIVERSITY	COLUMBUS	OH
TZR	BOLTON FIELD	COLUMBUS	OH
LAW	LAWTON-FORT SILL RGNL	LAWTON	OK
OUN	UNIVERSITY OF OKLAHOMA WESTHEIMER	NORMAN	OK
PWA	WILEY POST	OKLAHOMA CITY	OK
SWO	STILLWATER RGNL	STILLWATER	OK
OTH	SOUTHWEST OREGON RGNL	NORTH BEND	OR
PDT	EASTERN OREGON RGNL AT PENDLETON	PENDLETON	OR
SLE	MCNARY FLD	SALEM	OR
TTD	PORTLAND-TROUTDALE	PORTLAND	OR
CXY	CAPITAL CITY	HARRISBURG	PA
LBE	ARNOLD PALMER RGNL	LATROBE	PA
LNS	LANCASTER	LANCASTER	PA
CRE	GRAND STRAND	NORTH MYRTLE BEACH	SC
GYH	DONALDSON CENTER	GREENVILLE	SC
HXD	HILTON HEAD	HILTON HEAD ISLAND	SC
MKL	MC KELLAR-SIPES RGNL	JACKSON	TN
NQA	MILLINGTON RGNL JETPORT	MILLINGTON	TN
BAZ	NEW BRAUNFELS MUNI	NEW BRAUNFELS	TX
BRO	BROWNSVILLE/ SOUTH PADRE ISLAND INTL	BROWNSVILLE	TX
CLL	EASTERWOOD FIELD	COLLEGE STATION	TX
CNW	TSTC WACO	WACO	TX
CXO	LONE STAR EXECUTIVE	HOUSTON	TX
GTU	GEORGETOWN MUNI	GEORGETOWN	TX
HYI	SAN MARCOS MUNI	SAN MARCOS	TX
RBD	DALLAS EXECUTIVE	DALLAS	TX
SGR	SUGAR LAND RGNL	HOUSTON	TX
SSF	STINSON MUNI	SAN ANTONIO	TX
TKI	COLLIN COUNTY RGNL AT MC KINNEY	DALLAS	TX
TYR	TYLER POUNDS RGNL	TYLER	TX
VCT	VICTORIA RGNL	VICTORIA	TX
OGD	OGDEN-HINCKLEY	OGDEN	UT
PVU	PROVO MUNI	PROVO	UT
LYH	LYNCHBURG RGNL/ PRESTON GLENN FLD	LYNCHBURG	VA
OLM	OLYMPIA RGNL	OLYMPIA	WA
RNT	RENTON MUNI	RENTON	WA
SFF	FELTS FIELD	SPOKANE	WA
TIW	TACOMA NARROWS	TACOMA	WA
YKM	YAKIMA AIR TERMINAL/ MCALLISTER FIELD	YAKIMA	WA
CWA	CENTRAL WISCONSIN	MOSINEE	WI
EAU	CHIPPEWA VALLEY RGNL	EAU CLAIRE	WI
ENW	KENOSHA RGNL	KENOSHA	WI

FAA Contract Tower Closure List
(149 FCTs)

3-22-2013

LOC ID	Facility Name	City	State
JVL	SOUTHERN WISCONSIN RGNL	JANESVILLE	WI
LSE	LA CROSSE MUNI	LA CROSSE	WI
MWC	LAWRENCE J TIMMERMAN	MILWAUKEE	WI
OSH	WITTMAN RGNL	OSHKOSH	WI
UES	WAUKESHA COUNTY	WAUKESHA	WI
HLG	WHEELING OHIO CO	WHEELING	WV
LWB	GREENBRIER VALLEY	LEWISBURG	WV
PKB	MID-OHIO VALLEY RGNL	PARKERSBURG	WV



KAPLAN KIRSCH ROCKWELL

March 25, 2013

VIA EMAIL AND HAND DELIVERY

Administrator Michael P. Huerta
Federal Aviation Administration
800 Independence Avenue, S.W.
Washington, DC 20591

Re: Stay of Agency Action to Close Federal Contract Tower at Friedman Memorial Airport, Hailey, Idaho

Dear Mr. Huerta:

On behalf of the Friedman Memorial Airport Authority, this letter requests that the agency *stay its decision to close the federal contract air traffic control tower at the Friedman Memorial Airport (SUN)* pending judicial review of that decision. This request is being made pursuant to Fed. R. App. P. 18. Time is of the essence in this request in light of the agency's stated intent to implement the closure beginning on April 7, 2013. Therefore, this request is being submitted by email and hand delivery and we request a response by email or facsimile within 48 hours. I have provided my email and facsimile address below my signature.

Because the agency's single order fails to address safety at any of the affected airports, we request that the entire order be stayed.

This request for a stay is based upon the arguments set forth in the hundreds of comments that the agency received in response to its March 5 announcement of its intent to close certain federal contract towers and its March 8 email to airport sponsors setting forth the four exclusive bases upon which the final agency action would be based. Those letters explain in great detail the procedural and substantive deficiencies in the agency's decision making process and final decision. In the interest of brevity, those objections are not repeated herein and instead are incorporated by reference. Furthermore, we specifically draw your attention to the letters submitted to you by Richard R. Baird on behalf of the Friedman Memorial Airport Authority on March 10 and 12, 2013, which describes the site-specific safety and operational problems that closure of the tower would cause at SUN and which were neither evaluated nor even considered prior to the final agency action. We also draw your attention to the request for stay pending review filed on March 22, 2013 on behalf of the Spokane Airport Board, which letter is also incorporated by reference herein.

Administrator Michael P. Huerta
March 25, 2013
Page 2

The stay pending judicial review is necessary to ensure the safety of operations, the flying public, and persons on the ground at and in the vicinity of SUN, as more fully explained in Mr. Baird's comment letters. Furthermore, the interim option of self-funding a non-federal tower, as the agency has previously suggested, is not feasible given that it would take many, many months to comply with FAA regulations, policies, guidance and protocols as well as local and state contracting requirements before the Airport Authority could even hope to have a non-federal tower operational (even assuming that local funding could be found and assuming that the FAA would assist in "facilitating" this process, as suggested in the agency's press release accompanying the March 22 decision).

For the reasons set forth in this letter and in the comment letters submitted prior to March 22, we request that the agency stay its decision to close the SUN tower pending judicial review.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter J. Kirsch", written in a cursive style.

Peter J. Kirsch

Email: pkirsch@kaplankirsch.com

Facsimile: 720-294-0076

cc: David Grizzle
Kathryn B. Thompson

Rick Baird

From: David.Grizzle@faa.gov
Sent: Wednesday, March 27, 2013 11:13 AM
Subject: FAA Contract Tower Update
Attachments: Contract Tower Closure Guidance_FINAL_3-26-2013.docx; List of 149 FCTs with Date Funding Ceases.pdf

Attached you will find two documents that will be helpful as the FAA implements the closure of tower services at 149 airports that currently participate in the Federal Contract Tower Program.

First, we set forth the schedule on which tower services will cease to be funded by the FAA, providing three separate dates on which different towers will cease to be supported by the FAA. Those dates are April 7, April 21 and May 5, 2013.

Second, we are attaching a document that provides transition information, including details about how a tower may elect to enter the FAA's Non-Federal tower program and to assume the cost of continuing to provide tower services at the airport.

If you have particular questions about this information, you may direct your inquiries to me or to the following email address: FCTTransition@faa.gov.

J. David Grizzle
Chief Operating Officer
Air Traffic Organization

FAA Contract Towers Where Funding Ceases
(149 Sites with Dates Funding Ceases)

3-22-2013

LOCID	Facility Name	City	State	Funding Ceases Date
DHN	Dothan Tower	Dothan	AL	May 5, 2013
TCL	Tuscaloosa Tower	Tuscaloosa	AL	May 5, 2013
FYV	Fayetteville Tower	Fayetteville	AR	April 7, 2013
TXK	Texarkana Tower	Texarkana	AR	May 5, 2013
GEU	Glendale Tower	Glendale	AZ	April 21, 2013
GYR	Goodyear Tower	Goodyear	AZ	April 21, 2013
IFP	Laughlin Tower	Bullhead City	AZ	May 5, 2013
RYN	Ryan Field Tower	Tuscon	AZ	April 7, 2013
FUL	Fullerton Tower	Fullerton	CA	April 7, 2013
MER	Castle Tower	Atwater	CA	April 21, 2013
OXR	Oxnard Tower	Oxnard	CA	May 5, 2013
RAL	Riverside Tower	Riverside	CA	April 7, 2013
RNM	Ramona Tower	Ramona	CA	April 7, 2013
SAC	Sacramento Executive Tower	Sacramento	CA	May 5, 2013
SDM	Brown Field Tower	San Diego	CA	May 5, 2013
SNS	Salinas Tower	Salinas	CA	April 21, 2013
VCV	Victorville Tower	Victorville	CA	May 5, 2013
WHP	Whiteman Tower	Pacoima	CA	April 7, 2013
WJF	Fox Tower	Lancaster	CA	April 21, 2013
BDR	Bridgeport Tower	Stratford	CT	May 5, 2013
DXR	Danbury Tower	Danbury	CT	May 5, 2013
GON	Groton Tower	Groton	CT	April 21, 2013
HFD	Hartford Tower	Hartford	CT	May 5, 2013
HVN	New Haven Tower	East Haven	CT	May 5, 2013
OXC	Oxford Tower	Oxford	CT	May 5, 2013
APF	Naples Tower	Naples	FL	May 5, 2013
BCT	Boca Raton Tower	Boca Raton	FL	May 5, 2013
EVB	New Smyrna Beach Tower	New Smyrna Beach	FL	April 7, 2013
FMY	Page Tower	Ft Myers	FL	April 21, 2013
HWO	North Perry Tower	Pembroke Pines	FL	April 7, 2013
LAL	Lakeland Tower	Lakeland	FL	April 21, 2013
LEE	Leesburg Tower	Leesburg	FL	April 7, 2013
OCF	Ocala Airport	Ocala	FL	April 21, 2013
OMN	Ormond Beach Tower	Ormond Beach	FL	April 7, 2013
PGD	Punta Gorda Airport	Punta Gorda	FL	April 21, 2013
SGJ	St Augustine Tower	St Augustine	FL	May 5, 2013
SPG	Whitted Tower	St Petersburg	FL	April 21, 2013
SUA	Witham Tower	Stuart	FL	May 5, 2013
TIX	Space Coast Tower	Titusville	FL	April 7, 2013
ABY	Albany Tower	Albany	GA	May 5, 2013
AHN	Athens Tower	Athens	GA	April 21, 2013
LZU	Gwinnett Tower	Lawrenceville	GA	May 5, 2013
MCN	Macon Tower	Macon	GA	April 21, 2013
RYY	Mc Collum Tower	Kennesaw	GA	May 5, 2013
DBQ	Dubuque Tower	Dubuque	IA	April 21, 2013

FAA Contract Towers Where Funding Ceases
(149 Sites with Dates Funding Ceases)

3-22-2013

LOCID	Facility Name	City	State	Funding Ceases Date
IDA	Idaho Falls Tower	Idaho Falls	ID	May 5, 2013
LWS	Lewiston Tower	Lewiston	ID	May 5, 2013
PIH	Pocatello Tower	Pocatello	ID	May 5, 2013
SUN	Hailey Tower	Hailey	ID	May 5, 2013
ALN	Regional Tower	East Alton	IL	April 21, 2013
BMI	Bloomington Tower	Bloomington	IL	May 5, 2013
DEC	Decatur Tower	Decatur	IL	May 5, 2013
MDH	Carbondale Tower	Murphysboro	IL	April 21, 2013
UGN	Waukegan Tower	Waukegan	IL	May 5, 2013
BAK	Columbus Tower	Columbus	IN	April 21, 2013
GYG	Gary Tower	Gary	IN	April 21, 2013
HUT	Hutchinson Tower	Hutchinson	KS	May 5, 2013
IXD	New Century Tower	New Century	KS	April 21, 2013
MHK	Manhattan Tower	Manhattan	KS	May 5, 2013
OJC	Olathe Tower	Olathe	KS	April 7, 2013
TOP	Topeka Tower	Topeka	KS	April 21, 2013
OWB	Owensboro Tower	Owensboro	KY	May 5, 2013
PAH	Barkley Tower	West Paducah	KY	May 5, 2013
DTN	Shreveport Downtown Tower	Shreveport	LA	April 7, 2013
BVY	Beverly Tower	Beverly	MA	April 21, 2013
EWB	New Bedford Tower	New Bedford	MA	May 5, 2013
LWM	Lawrence Tower	North Andover	MA	April 7, 2013
ORH	Worcester Tower	Worcester	MA	April 21, 2013
OWD	Norwood Tower	Norwood	MA	May 5, 2013
ESN	Easton Tower	Easton	MD	April 21, 2013
FDK	Frederick Tower	Frederick	MD	April 21, 2013
HGR	Hagerstown Tower	Hagerstown	MD	May 5, 2013
MTN	Martin State Tower	Middle River	MD	April 21, 2013
SBY	Salisbury Tower	Salisbury	MD	May 5, 2013
BTL	Battle Creek Tower	Battle Creek	MI	April 7, 2013
DET	Detroit City Tower	Detroit	MI	May 5, 2013
SAW	Sawyer Tower	Gwinn	MI	May 5, 2013
ANE	Anoka Tower	Blaine	MN	May 5, 2013
STC	St Cloud Tower	St Cloud	MN	April 21, 2013
BBG	Branson Tower	Branson	MO	May 5, 2013
COU	Columbia Tower	Ashland	MO	May 5, 2013
GLH	Greenville Tower	Greenville	MS	April 21, 2013
HKS	Hawkins Tower	Jackson	MS	May 5, 2013
HSA	Stennis Tower	Bay St. Louis	MS	April 7, 2013
OLV	Olive Branch Tower	Olive Branch	MS	May 5, 2013
TUP	Tupelo Tower	Tupelo	MS	May 5, 2013
GPI	Glacier Park Tower	Kalispell	MT	May 5, 2013
EWN	New Bern Tower	New Bern	NC	May 5, 2013
HKY	Hickory Tower	Hickory	NC	April 21, 2013
INT	Winston-Salem Tower	Winston-Salem	NC	May 5, 2013

FAA Contract Towers Where Funding Ceases
(149 Sites with Dates Funding Ceases)

3-22-2013

LOCID	Facility Name	City	State	Funding Ceases Date
ISO	Kinston Tower	Kinston	NC	April 7, 2013
JQF	Concord Tower	Concord	NC	May 5, 2013
ASH	Nashua Tower	Nashua	NH	April 7, 2013
TTN	Trenton Tower	Ewing	NJ	May 5, 2013
AEG	Double Eagle Tower	Albuquerque	NM	April 21, 2013
SAF	Santa Fe Tower	Santa Fe	NM	May 5, 2013
ITH	Ithaca Tower	Ithaca	NY	May 5, 2013
RME	Rome Tower	Rome	NY	April 21, 2013
CGF	County Tower	Highland Heights	OH	May 5, 2013
OSU	Ohio State Tower	Columbus	OH	May 5, 2013
TZR	Bolton Tower	Columbus	OH	April 7, 2013
LAW	Lawton Tower	Lawton	OK	May 5, 2013
OUN	Westheimer Tower	Norman	OK	April 21, 2013
PWA	Wiley Post Tower	Bethany	OK	May 5, 2013
SWO	Stillwater Tower	Stillwater	OK	April 21, 2013
OTH	Southwest Oregon Regional	North Bend	OR	May 5, 2013
PDT	Pendelton Tower	Pendelton	OR	May 5, 2013
SLE	McNary Tower	Salem	OR	April 21, 2013
TTD	Troutdale Tower	Troutdale	OR	April 21, 2013
CXY	Capital City Tower	New Cumberland	PA	April 21, 2013
LBE	Latrobe Tower	Latrobe	PA	May 5, 2013
LNS	Lancaster Tower	Lititz	PA	May 5, 2013
CRE	Grand Strand Tower	N. Myrtle Beach	SC	May 5, 2013
GYH	Donaldson Tower	Greenville	SC	May 5, 2013
HXD	Hilton Head Tower	Hilton Head Island	SC	May 5, 2013
MKL	Jackson Tower	Jackson	TN	May 5, 2013
NQA	Millington Tower	Millington	TN	April 21, 2013
BAZ	New Braunfels Tower	New Braunfels	TX	April 21, 2013
BRO	Brownsville Tower	Brownsville	TX	May 5, 2013
CLL	College Station Tower	College Station	TX	May 5, 2013
CNW	TSTC Waco Tower	Waco	TX	April 21, 2013
CXO	Lone Star Tower	Conroe	TX	April 7, 2013
GTU	Georgetown Tower	Georgetown	TX	April 7, 2013
HYI	San Marcos Tower	San Marcos	TX	April 21, 2013
RBD	Executive Tower	Dallas	TX	April 7, 2013
SGR	Sugar Land Tower	Sugar Land	TX	May 5, 2013
SSF	Stinson Tower	San Antonio	TX	April 7, 2013
TKI	McKinney Tower	McKinney	TX	April 21, 2013
TYR	Tyler Tower	Tyler	TX	May 5, 2013
VCT	Victoria Tower	Victoria	TX	April 21, 2013
OGD	Ogden Tower	Ogden	UT	May 5, 2013
PVU	Provo Tower	Provo	UT	May 5, 2013
LYH	Lynchburg Tower	Lynchburg	VA	May 5, 2013
OLM	Olympia Tower	Olympia	WA	April 21, 2013
RNT	Renton Tower	Renton	WA	April 21, 2013

FAA Contract Towers Where Funding Ceases
(149 Sites with Dates Funding Ceases)

3-22-2013

LOCID	Facility Name	City	State	Funding Ceases Date
SFF	Felts Field Tower	Spokane	WA	May 5, 2013
TIW	Tacoma Narrows Tower	Gig Harbor	WA	April 7, 2013
YKM	Yakima Tower	Yakima	WA	May 5, 2013
CWA	Central Wisconsin Tower	Mosinee	WI	May 5, 2013
EAU	Eau Claire Tower	Eau Claire	WI	May 5, 2013
ENW	Kenosha Tower	Kenosha	WI	May 5, 2013
JVL	Janesville Tower	Janesville	WI	May 5, 2013
LSE	Lacrosse Tower	Lacrosse	WI	May 5, 2013
MWC	Timmerman Tower	Milwaukee	WI	April 21, 2013
OSH	Oshkosh Tower	Oshkosh	WI	April 21, 2013
UES	Waukesha Tower	Waukesha	WI	May 5, 2013
HLG	Wheeling Tower	Wheeling	WV	April 21, 2013
LWB	Greenbrier Tower	Lewisburg	WV	May 5, 2013
PKB	Parkersburg Tower	Williamstown	WV	May 5, 2013

Contract Tower Closure Information

Introduction

The foremost mission of the Federal Aviation Administration (FAA) is transporting the many thousands of passengers safely throughout the United States and around the world. Airports operate safely throughout the United States with and without towers. On April 7, 2013, the FAA will begin to cease funding for 149 contract control towers in three phases that did not meet the national interest screening criteria.. Funding will cease for 24 contract towers on April 7th, 46 contract towers on April 21st, and the remaining 79 contract towers on May 5th. While we regret the need to cease FAA funding of these towers, we have worked to ensure that the airport environment remains safe as we make the transition.

If your airport is one of those affected, we know you have questions. The FAA prepared this guide to help answer some questions you may have on tower closures, and to provide you with an understanding of how to obtain additional information. We have divided this guide into sections.

1. Facilities and Equipment – What happens to the towers and equipment in them, plus procedures for an airport to create a non-Federal air traffic facility if desired.
2. Personnel – What happens to the contract air traffic controllers and FAA employees currently in the facilities
3. Operations – What the impact is on air traffic, air carrier, and airport operations.

Not all the questions you may have will be answered here. So the FAA will provide a 24-hour help line at 202-267-4376, or questions may be emailed to FCTTransition@faa.gov. General information and Frequently Ask Questions (FAQs) will be posted on the FAA website at www.faa.gov. Inquiries from these sources will be routed to the appropriate FAA Line of Business (LOB) for resolution. Our goal is to provide an initial response within two business days

Section 1 – Facilities and Equipment

When the FAA ceases funding for control tower operations, the airport operator has a choice. The airport operator may choose to operate as a non-towered airport. The airport operator may also choose to continue providing tower services as a non-Federal control tower. The decision made by the airport operator will most likely affect what happens with the existing tower structure and the equipment inside.

The FAA is prepared to discuss the continued use of buildings and equipment with airports for those who desire to continue providing tower services. The FAA will also discuss the availability of reimbursable agreements where the airport can reimburse the FAA to provide other services (e.g., maintenance, logistics support, etc.).

Although the provision of air traffic services under the Federal Contract program will cease beginning on April 7, 2013, the FAA will not begin removing equipment and terminating local service agreements immediately. In most cases it will take up to 90 days after the contract tower funding ceases for the FAA to begin disconnecting and removing equipment at the affected towers. FAA owned and maintained equipment that remains with the tower after becoming a non-federal tower will continue to be owned and maintained by the FAA subject to future discussions and possible agreement with the Airport.

Section 2 – Personnel

The control towers have a variety of personnel working inside today. Contract controllers, FAA employees, and others all work together to provide air traffic services to the flying public.

As the FAA terminates its contracts for air traffic advisory services, the affected companies will determine the status of their employees. If the FAA has its own employees housed at these locations, then the necessary agreements will be made with airports to continue housing them or they will be relocated.

Section 3 – Operations

What happens after a tower closure? Thousands of airports operate safely throughout the United States with and without control towers today. This section explains what an airport operator needs to do differently, as well as any potential effects on air carrier operations. Questions regarding the potential use of airport grant funding should be handled through existing FAA processes.

Any towered airport has a variety of items to consider when their tower closes.

- Frequencies – Closure of the tower does not inhibit the availability of a common traffic frequency which is used by pilots to operate at non-towered airports. The FAA will work with airports to ensure a common traffic frequency is available, along with any other communications capabilities that may be necessary (e.g., ASOS, ATIS, ETC.)
- Pilot-Activated Lights – In many instances, airports already have pilot-controlled lighting available since the vast majority of contract control towers close overnight. In the event the capability is not present, then alternative procedures may be used (e.g., leave lights on). Airports can work with their Airport District Offices to explore federal funding possibilities, through the Airport Improvement Program (AIP), for pilot controlled lighting capabilities.
- Weather Observation – Airports have many different types of weather reporting capabilities available to them. Airports may choose to acquire Contract Weather Observers or use Automated weather reporting systems (ASOS, AWOS, etc.) if they are available. The availability of weather information is a critical requirement for air carrier operations to arrive/depart at the airport. The FAA will work with airports, through reimbursable agreements, to ensure the desired level of weather reporting capabilities is available.

- a. If a federally owned automated weather observation system (ASOS, AWSS or AWOS-C) is located on the airport and the ATCT would like to augment the automated weather reports, a non-Federal Weather Observing Agreement must be executed in accordance with JO 7900.5C, Appendix B.
- Diversions – Non-towered airports may be a diversion location for aircraft unable to land at their primary destination. Air carriers and private operators alike must abide by requirements to operate at these locations. Many air carriers operate at non-towered airports today and use non-towered airports as diversion airports.
 - Modifications to Standards – Some airports may have approved Modifications to Standards that use an operating control tower as mitigation. Airports with these conditions are being identified by the FAA on a case-by-case basis for the potential effects on the Modification to Standard
 - Notifying Tenants – Airports should notify airport tenants of the tower closure and assess what, if any, effect closing the tower has on the tenants' operations.
 - Airports must ensure that airfield controls currently located in the tower continue to be accessible or are relocated to ensure continued operations. Coordination should occur with the FAA and the current tower personnel to ensure any changes are made by the announced closure date, or later if agreed to by all parties.
 - Airports must identify to the FAA who will control the airport diagram.
 - As these contract towers cease operations, they will transfer the appropriate monitoring and control responsibilities to the AOCC Maintenance Control Center.

In addition, airports certificated under "Title 49 Code of Federal Regulations Part 139 – Certification of Airports" have several requirements they must continue to meet when a tower closes.

- Overall – Any activity at an airport that relies on a tower to execute in the airport's Airport Certification Manual must be reviewed to see what, if anything needs to be changed. The airport operator must submit for approval any changes to the Airport Certification Manual to the local FAA Regional Airports Office for approval. Examples may include:
 - Airport Emergency Plans and how the tower notifies Aircraft Rescue and Fire Fighting (ARFF) personnel.
 - How the airport operator will control access to the movement area.
 - How the airport will issue NOTAM's.
- Driver Training for the Movement Area – Any airport with a tower that decreases operating hours to less than 24 hours a day must include in its driver training plan procedures to move on the airport while the tower is closed. Part 139 airports with towers operating less than 24 hours a day already have these procedures in their training plans and Airport Certification Manuals. These procedures become the main area of driver training when the tower closes completely. Modified training plans and revised Airport Certification Manuals must be submitted to your local FAA Regional Airports Office for approval before the new procedures are implemented.
- Airport Emergency Plan – Most Airport Emergency Plans at airports with operating control towers include procedures that the tower is responsible for in emergencies. For example, a tower may notify the airport operator and the Aircraft Rescue and Fire Fighting (ARFF) personnel

when an emergency occurs. Any procedural changes must be reflected in the Airport Emergency Plan and submitted to your local FAA Regional or Airports District Office for approval.

- Segmented Circles – An airport must include a segmented circle, a landing strip indicator, and traffic pattern indicator around a wind cone if:
 - There is no tower operating during air carrier operations; AND
 - Any runway on the airport has a right-turn traffic pattern.

If both of those conditions are true, then the airport must install these items around a wind cone for each runway with a right-turn traffic pattern.

- FAA/ATO Terminal District managers will work with airports as needed to ensure any operating agreements are in place as required to continue airport operations. These managers will also work with airports to provide Certified Tower Operator certification in the event the airport wishes to provide non-federal tower services
 - Airports must ensure the appropriate NOTAMs are issued in advance of the actual closure date, Notices to Airmen must be issued if the Air Traffic Control Tower is to be closed or there will be any change in the current operating hours or airspace changes¹. Airports should contact the appropriate Flight Service Station to issue the necessary NOTAMs.
 - The FAA recommends that the Air Traffic Manager or Airport Manager issue a “Letter to Airmen” to inform airport users of any airspace or ATCT operating hour changes.
 - The Airport Manager should contact the appropriate FAA Airports District Office to advise them of the ATCT operating changes.
 - The Airport Manager should contact the local FAA Flight Standards District Office to notify them of any ATCT operating changes.
- The Airport Manager should contact the FAA Service Center Operations Support Group (OSG) Manager to ensure any necessary changes to Instrument Approach procedures are revised and/or updated. Contact information is provided in the FAQ’s available on the FAA website.
- Air Traffic Publications and Aeronautical Charts must be updated to reflect the changes. The FAA Service Area Point of Contact and Operations Support Group (OSG) should also provide assistance.
- Airports should contact their Airports District Office, or their Airport Certification Inspector to ensure the Airport Master Record, (FAA Form 5010) is current.

¹ Reference JO 7930.2, Chapter 5 (Section 5) & Chapter 6

UNITED STATES COURT OF APPEALS
FOR THE NINTH CIRCUIT

FLATHEAD MUNICIPAL)	
AIRPORT AUTHORITY, and)	
)	
FRIEDMAN MEMORIAL)	
AIRPORT AUTHORITY)	
)	
Petitioners)	
)	Petition for Review
v.)	
)	
MICHAEL HUERTA,)	
Administrator of the Federal)	
Aviation Administration, and)	
)	
FEDERAL AVIATION)	
ADMINISTRATION)	
)	
Respondents)	

Pursuant to 49 U.S.C. § 46110 and Rule 15(a) of the Federal Rules of Appellate Procedure, the Flathead Municipal Airport Authority and Friedman Memorial Airport Authority (“Petitioners”) hereby petition the United States Court of Appeals for the Ninth Circuit for review of the Federal Aviation Administration’s (“FAA”) March 22, 2013, decision to close 149 federal contract air traffic control towers, including the air traffic control towers at Glacier Park International Airport in Kalispell, Montana and the Friedman Memorial Airport in Hailey, Idaho, which are owned and operated by Petitioners.

FAA's decision is set forth in (a) letters dated March 5, 2013, sent to the Petitioners from Michael P. Huerta, FAA Administrator, and J. David Grizzle, FAA Chief Operating Officer; and (b) an e-mail from J. David Grizzle sent to the Petitioners accompanied by a list of 149 air traffic control towers to be closed beginning April 7, 2013. This list included the air traffic control towers at Petitioners' airports. These documents are contained in Attachment A to this Petition.

RULE 26.1 DISCLOSURE STATEMENT

The Petitioners are not a "nongovernmental corporate entity" and therefore they are not required to file corporate disclosure statements pursuant to Federal Rule of Appellate Procedure 26.1. Petitioner Flathead Municipal Airport Authority is a political subdivision of Flathead County, Montana. Petitioner Friedman Memorial Airport Authority is a political subdivision of the City of Hailey, Idaho and Blaine County, Idaho.

Dated: March 29, 2013

Attorneys for Petitioners:

/S/

Peter J. Kirsch

pkirsch@kaplankirsch.com

Lisa A. Reynolds

lreynolds@kaplankirsch.com

John E. Putnam

jputnam@kaplankirsch.com

KAPLAN, KIRSCH & ROCKWELL, LLP

1675 Broadway, Suite 2300

Denver, CO 80202

(303) 825-7000

(303) 825-7005 (fax)

CERTIFICATE OF SERVICE

I hereby certify, in accordance with Fed. Rule of App. Proc. 15(c)(1), that a true copy of the foregoing Petition for Review and attachment was served by FedEx and email on this 29th day of March, 2013 on the following:

Michael P. Huerta
Administrator
Federal Aviation Administration
Room E1010
800 Independence Avenue, SW
Washington, D.C. 20591
(202) 267 3111
michael.huerta@faa.gov

/S/

Lisa A. Reynolds

ATTACHMENT A



U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., SW.
Washington, DC 20591

March 5, 2013

FLATHEAD MUNI ARPT AUTHORITY
4170 HWY 2
KALISPELL, MT 59901

Dear Airport Sponsor:

Thank you for your participation in the FAA Contract Tower (FCT) Program. We regret to inform you that in order to implement the budget sequestration that went into effect on March 1, 2013, the FAA must make some critical decisions about funding for the FCT Program.

The FAA's guiding principles in implementing the budget sequestration are to maintain our high safety standards, and to minimize the impact to the greatest numbers of passengers. Therefore, the FAA's initial plans unfortunately affect smaller airports with fewer operations and lower passenger counts more significantly than locations serving larger blocks of passengers. We have identified and, on February 22, 2013, published a list of towers that had fewer than 150,000 total operations AND fewer than 10,000 commercial operations. We anticipate that we will cease to fund on-site air traffic control services at the vast majority of these facilities.

Your airport falls below the above stated criteria based on Fiscal Year 2012 traffic count, and therefore the tower is on the list of those for which we may cease providing funding. Between now and March 13, 2013, the FAA is reviewing its list of locations where it plans to discontinue air traffic control services to identify any locations where the national interest would be adversely affected by tower closure. Negative impact on the national interest is the only criterion the FAA will use for deciding to continue services to an airport that falls below the activity threshold. The FAA is unable to consider local community impact that does not affect the national interest.

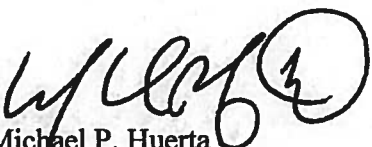
The FAA will consider information concerning how closure of particular tower operations will adversely affect the national interest in submissions it receives on or before March 13, 2013. Submissions may be sent to ATO-Terminal Services at ClosureComments@faa.gov or fax to ATO-Terminal Services at (202) 493-4565. The FAA plans to finalize the list of facility closures by March 18, 2013.

While the timing of this action is driven by sequestration, continuing annual budgetary pressure may necessitate future reductions such as these. For communities where the continuation of air traffic control services is important to their airport, but the impact of closure is local and does not affect the national interest, the non-federal contract tower program continues to be an available option to maintain air traffic control services at the airport's expense. Additional information regarding the non-federal contract tower program is contained in Advisory Circular Number AC 90-93A (Operating Procedures for Airport Traffic Control


Towers (ATCT) that are not operated by, or under contract with, the United States (Non-Federal)).

If you have additional questions or need further information, please contact your FAA point of contact in the Service Center, or Tony Mello, Director of Terminal Operations at FAA Headquarters, at (202) 385-8533.

Sincerely,



Michael P. Huerta
Administrator



J. David Grizzle
Chief Operating Officer
Air Traffic Organization



U.S. Department
of Transportation
**Federal Aviation
Administration**

800 Independence Ave., SW.
Washington, DC 20591

March 5, 2013

CITY OF HAILEY
BLANE CO - BOX 400
HAILEY, ID 83333

Dear Airport Sponsor:

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The FAA's guiding principles in implementing the budget sequestration are to maintain our high safety standards, and to minimize the impact to the greatest numbers of passengers. Therefore, the FAA's initial plans unfortunately affect smaller airports with fewer operations and lower passenger counts more significantly than locations serving larger blocks of passengers. We have identified and, on February 22, 2013, published a list of towers that had fewer than 150,000 total operations AND fewer than 10,000 commercial operations. We anticipate that we will cease to fund on-site air traffic control services at the vast majority of these facilities.

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Towers (ATCT) that are not operated by, or under contract with, the United States (Non-Federal)).

If you have additional questions or need further information, please contact your FAA point of contact in the Service Center, or Tony Mello, Director of Terminal Operations at FAA Headquarters, at (202) 385-8533.

Sincerely,



Michael P. Huerta
Administrator



J. David Grizzle
Chief Operating Officer
Air Traffic Organization

From: David.Grizzle@faa.gov [mailto:David.Grizzle@faa.gov]

Sent: Friday, March 22, 2013 1:58 PM

To: yaehle@albany.ga.us; CBRYANT@ARDMORE.ORG; mmedley@cabq.gov; alrport@athensclark.county.com; alrport@athensclarkcounty.com; davecoramiller@aol.com; dmiller@stlouisregional.com; js@portwallawalla.com; gary.schmidt@mspmac.org; tsoliday@flynaples.com; Jsmith@springdalear.gov; ashmgr@comcast.net; bbarnes@barnesairport.com; bpayne@columbus.in.goveroberts; lillerena@nbtexas.org; jpbourk@aol.com; ken@bocaairport.com; bocabees@bellsouth.net; john.ricci@bridgeportct.gov; thomas.hughes@mobileairportauthority.com; thomas@mobairport.com; bmq@bluemarble.net; carl@cira.com; adam@cira.com; labrown@cob.us; lcbowron@battlecreekmi.gov; lcbowron@ci.battle-creek.mi.us; bmezzetti@beverlyma.gov; BTEEUWEN@CUYAHOGACOUNTY.US; kdelaney@cuyahogacounty.us; jhapp@tamu.edu; dan.rowan@tstc.edu; dan.rowan@dstc.edu; dee@gocolumbianmo.com; lapierm@horrycounty.org; whittier@horrycounty.org; tiffany.gillem@flyjacksonville.com; Julrick@fly-cwa.org; tyaron@fly-cwa.org; padapt@barkleyregional.com; cgallien@chennault.org; scott.smith@mctx.org; TEDWARDS@SARAA.ORG; dharing@cheyenneairport.com; rgrierson@cityofdubuque.org; jattwood@decparcs.com; wattj@detroitmi.gov; am3@flydothan.com; Joel.Bacon@aaaee.org; stacy.moritz@shreveportla.gov; p.estefan@danbury-ct.gov; Charly.Speich@chippewavalleyairport.com; Wbuck@Kenosha.org; mhenry@talbotcountymd.gov; rwalker@cityofnsb.com; rmezzetti@beverlyma.gov; tbraaten@newbernairport.com; kdaugherty@cityoffrederick.com; bcbratton@flylcpa.com; madkins@muncie-airport.com; ANTHONY.CEGLIO@SUFFOLKCOUNTYNY.GOV; dheap@ftg-airport.com; douglas.barrett@fultoncountyga.gov; fulairport@ci.fullerton.ca.us; ambarthatp@hotmail.com; rboudreaux@ci.fayetteville.ar.us; rachelle.powell@gardencityks.us; wfix@glendaleaz.com; karen.vanwinkle@arlingtontx.gov; dgant@greenvillems.org; joe@greenvilledowntownairport.com; catherine.young@ct.gov; cindi@glacieraairport.com; rbyers@gpdx.org; mike@flygrandisland.com; mhainsey@gtra.com; airport@georgetown.org; tmclain@georgetowntx.org; Al.Allenback@Gncnetwork.com; jody.bryson@sc-tac.com; joseph.husband@phoenix.gov; slandry@gymail.com; kurt.sendlein@ct.gov; pridenour@washco-md.net; mtswell@cityofhawthorn.org; dvanderleest@jmaa.com; tdark@hickorync.gov; airporthlg@earthlink.net; cneedham@leacounty.net; bcotter@hcdc.ms; philf@hutchgov.com; lhoffman@flytweed.com; ndemeo@broward.org; Rmcfee@bcgov.net; pandres@bcgov.net; salexander@texasaviationpartners.com; ROBERT.STONE@NFTA.COM; c.h.davis@idahofallsidaho.govorchdavis; dcgaines@laughlinbullheadintlairport.com; mark.davidson@smithreynolds.org; THART2@COMCAST.NET; tloyd@kissimmee.org; rbarkes@ncdot.gov; dhoward@ncqtp.com; BNICHOLAS@TOMPKINS-CO.ORG; colin.mckee@jocogov.org; rcraft@jeffcitymo.org; sstockam@joplinmo.org; cloutier@concordnc.gov; ford.fuchigami@hawaii.gov; dennis.l.neves@hawaii.gov; george.crabbe@hawaii.gov; charles.tw.lee@hawaii.gov; Ron@co.rock.wi.us; kmaurer@co.jackson.mi.us; gene.conrad@lakelandgov.net; BARBARA@FLYLAWTON.ORG; GMONZO@PALMERAIRPORT.COM; doug.drymon@leesburgflorida.gov; scoffman@leesburgva.gov; LONGLEY@FLYKFALLS.COM; bhancock@flykfalls.com; DEBERLY@LANCASTERAIRPORT.COM; Torpc@LSEairport.com; [wruckd@cityoflacrosse.org](mailto>wruckd@cityoflacrosse.org); jerryosull@aol.com; m_miller@lawrencemunicipalairport.com; info@lawrencemunicipalairport.com; robinturner@lewiston.com; mark.courtney@lynchburgva.gov; kim.conroy@gwinnettcounty.com; matthew.smith@gwinnettcounty.com; doug.four@tbiam.aero; airport@midwest.net; twilliams@meridianairport.com; boice@cityofmhk.com VanKuren; ompkins@muncie-airport.com; madkins@muncie-airport.com; steve@mckellarsipes.com; cbrewer@aeneas.net; vallance@smyrnaairport.com; johnb@smyrnaairport.com; pridenour@washco-md.net; airport1@midwest.net; Bbateman@mitchellairport.com; rhendrix@cityofmillington.org; Mgrow@ocalafl.org; royaleccles@ogdencity.com; colin.mckee@jocogov.org; rudy@portolympia.com; david.taylor@belz.com; dtaylor@belz.com; Lichliter, Steven; mejias@miami-airport.com; tquintero@miami-airport.com; jabreu@miami-airport.com; jbunting@miami-airport.com; nfo@lawrencemunicipalairport.com; pmoll@co.winnebago.wi.us; DHAMMON@OSUAIRPORT.ORG; THERESA@FLYOTH.COM; WALT@OU.EDU; airport@owb.net; adavis@massport.com; matthew.kelly@ct.gov; JORGE.RUBIO@ventura.org; todd.mcnamee@ventura.org; airport@owb.net; WAYNE.GREEN@CI.PENDLETON.OR.US; daniel.e.clem@state.or.us; Gquill@flypgd.com; dallen@pocatello.us; tm@flymov.com; kenneth.neitzel@us.af.mil; sgleason@provo.org; TIM.WHITMAN@OKC.GOV; mripley@riversideca.gov; alina.anderson@dallascityhall.com; DGIFFORD@OCGOV.NET; dpendergast@ocgov.net; georget35@sbcglobal.net; bo-donovan@sbcglobal.net; rzulauf@rentonwa.gov

dkrutsch@rogersark.org; bewley@tusconairport.org; lmabry@tusconairport.org; boallin@tusconairport.org; karl.vonhagel@cobbcounty.org; downeyj@saccounty.net; jhmontman@santafenm.gov; dduray@mgt.co.org; schenden@mgt.co.org; bbryant@wicomicocounty.org; ccooper@sandiego.gov; peter.drinkwater@sdcounty.ca.gov; rsheehan@spokaneairports.net; todd.woodard@spokaneairports.net; lkrauter@spokaneairports.net; erw@sqj-airport.com; psavko@sugarlandtx.gov; pws@sugarlandtx.gov; JPASKELL@CITYOFSALEM.NET; JPASKELL@CITYOFSALEM.NET; garyp@ci.salinas.ca.us; brett.godown@ci.salinas.ca.us; richard.lesnlak@stpete.org; gkelly@smcgov.org; mlarson@co.sanmateo.ca.us; morris.martin@sanantonio.gov; tim.okrongley@sanantonio.gov; william.towle@ci.stcloud.mn.us; aforney@ci.st-joseph.mo.us; gstokus@martin.fl.us; rick@flyfma.com; GJOHNSON@STILLWATER.ORG; wcameron@tuscaloosa.com; wcameron@ci.tuscaloosa.al.us; warren.hendrickson@co.pierce.wa.us; Dwalla1@co.pierce.wa.us; mpowell@flairport.com; kwiegand@flytki.com; ejohnson@mtaa-topeka.org; stephen.nagy@portofportland.com; mmontgomery@mercercounty.org; josh@flytupelo.com; director@txkairport.com; ddickson@tylertexas.com; eroberts@ColumbusAirports.com; jstanczak@waukeganport.com; dhenderson@waukeganport.com; jmilewski@prautes.com; kmetzler@ci.victorville.ca.us; rusty.chandler@cecilairport.com; kelly.dollarhide@ceclairport.com; DOHNESORGE@ENID.ORG; amarino@americanairports.net; jmorgan@americanairports.net; sirving@americanairports.net; Rob.Peterson@yakimaairterminal.com; rpaterson@ci.yakima.wa.us

Subject: FAA Contract Tower Decision Update

In early March, FAA proposed to close 189 contract air traffic control towers as part of its plan to meet the \$637 million in cuts required under budget sequestration and announced that it would consider keeping open any of these towers if doing so would be in the national interest. The National interest considerations included: (1) significant threats to national security as determined by the FAA in consultation with the Department of Defense or the Department of Homeland Security; (2) significant, adverse economic impact that is beyond the impact on a local community; (3) significant impact on multi-state transportation, communication or banking/financial networks; and (4) the extent to which an airport currently served by a contract tower is a critical diversionary airport to a large hub.

In addition to reviewing materials submitted on behalf of towers on the closure list, DOT consulted with the Department of Defense, the Department of Homeland Security, and conducted operational assessments of each potential tower closure on the national air transportation system. As a result, 24 federal contract towers will remain open because closing them would have a negative impact on the national interest. The FAA will begin a four-week phased closure of 149 federal contract towers beginning on April 7.

An additional 16 number of federal contract towers under the "cost share" program will be able to remain open because Congressional statute sets aside funds every fiscal year for these towers. These funds are subject to sequestration but the required 5 percent cut will not result in tower closures.

Some communities will elect to participate in FAA's non-federal tower program and assume the cost of continued, on-site air traffic control services at their airport (see Advisory Circular AC 90-93A). The FAA is committed to facilitating this transition.

Sincerely,

David Grizzle
Chief Operating Officer
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Notice:

Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public-records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

FAA Contract Towers Remaining Open
(24 FCTs)

3-22-2013

LOCID	Facility Name	City	State
BFM	MOBILE DOWNTOWN	MOBILE	AL
HHR	JACK NORTHROP FIELD/ HAWTHORNE MUNI	HAWTHORNE	CA
PMD	PALMDALE RGNL/USAF PLANT 42	PALMDALE	CA
SQL	SAN CARLOS	SAN CARLOS	CA
FTG	FRONT RANGE	DENVER	CO
CRG	CRAIG MUNI	JACKSONVILLE	FL
ISM	KISSIMMEE GATEWAY	ORLANDO	FL
OPF	OPA- LOCKA EXECUTIVE	MIAMI	FL
VQQ	CECIL	JACKSONVILLE	FL
FTY	FULTON COUNTY AIRPORT- BROWN FIELD	ATLANTA	GA
JRF	KALAELOA (JOHN RODGERS FIELD)	KAPOLEI	HI
FOE	FORBES FIELD	TOPEKA	KS
CWF	CHENNAULT INTL	LAKE CHARLES	LA
BAF	BARNES MUNI	WESTFIELD/ SPRINGFIELD	MA
STJ	ROSECRANS MEMORIAL	ST JOSEPH	MO
GTR	GOLDEN TRIANGLE RGNL	COLUMBUS/ W POINT/ STARKVILLE	MS
MEI	KEY FIELD	MERIDIAN	MS
FOK	FRANCIS S GABRESKI	WESTHAMPTON BEACH	NY
IAG	NIAGARA FALLS INTL	NIAGARA FALLS	NY
WDG	ENID WOODRING RGNL	ENID	OK
LMT	KLAMATH FALLS	KLAMATH FALLS	OR
MQY	SMYRNA	SMYRNA	TN
GKY	ARLINGTON MUNI	ARLINGTON	TX
CYS	CHEYENNE RGNL/JERRY OLSON FIELD	CHEYENNE	WY

FAA Contract Tower Closure List
(149 FCTs)

3-22-2013

LOC ID	Facility Name	City	State
DHN	DOTHAN RGNL	DOTHAN	AL
TCL	TUSCALOOSA RGNL	TUSCALOOSA	AL
FYV	DRAKE FIELD	FAYETTEVILLE	AR
TXK	TEXARKANA RGNL-WEBB FIELD	TEXARKANA	AR
GEU	GLENDALE MUNI	GLENDALE	AZ
GYR	PHOENIX GOODYEAR	GOODYEAR	AZ
IFP	LAUGHLIN/BULLHEAD INTL	BULLHEAD CITY	AZ
RYN	RYAN FIELD	TUCSON	AZ
FUL	FULLERTON MUNI	FULLERTON	CA
MER	CASTLE	ATWATER	CA
OXR	OXNARD	OXNARD	CA
RAL	RIVERSIDE MUNI	RIVERSIDE	CA
RNM	RAMONA	RAMONA	CA
SAC	SACRAMENTO EXECUTIVE	SACRAMENTO	CA
SDM	BROWN FIELD MUNI	SAN DIEGO	CA
SNS	SALINAS MUNI	SALINAS	CA
VCV	SOUTHERN CALIFORNIA LOGISTICS	VICTORVILLE	CA
WHP	WHITEMAN	LOS ANGELES	CA
WJF	GENERAL WM J FOX AIRFIELD	LANCASTER	CA
BDR	IGOR I SIKORSKY MEMORIAL	BRIDGEPORT	CT
DXR	DANBURY MUNI	DANBURY	CT
GON	GROTON-NEW LONDON	GROTON (NEW LONDON)	CT
HFD	HARTFORD-BRAINARD	HARTFORD	CT
HVN	TWEED-NEW HAVEN	NEW HAVEN	CT
OXC	WATERBURY-OXFORD	OXFORD	CT
APF	NAPLES MUNI	NAPLES	FL
BCT	BOCA RATON	BOCA RATON	FL
EVB	NEW SMYRNA BEACH MUNI	NEW SMYRNA BEACH	FL
FMY	PAGE FIELD	FORT MYERS	FL
HWO	NORTH PERRY	HOLLYWOOD	FL
LAL	LAKELAND LINDER RGNL	LAKELAND	FL
LEE	LEESBURG INTL	LEESBURG	FL
OCF	OCALA INTL-JIM TAYLOR FIELD	OCALA	FL
OMN	ORMOND BEACH MUNI	ORMOND BEACH	FL
PGD	PUNTA GORDA	PUNTA GORDA	FL
SGJ	NORTHEAST FLORIDA RGNL	ST AUGUSTINE	FL
SPG	ALBERT WHITTED	ST PETERSBURG	FL
SUA	WITHAM FIELD	STUART	FL
TIX	SPACE COAST RGNL	TITUSVILLE	FL
ABY	SOUTHWEST GEORGIA RGNL	ALBANY	GA
AHN	ATHENS/BEN EPPS	ATHENS	GA
LZU	GWINNETT COUNTY - BRISCOE FIELD	LAWRENCEVILLE	GA
MCN	MIDDLE GEORGIA RGNL	MACON	GA
RYY	COBB COUNTY- MCCOLLUM FIELD	ATLANTA	GA
DBQ	DUBUQUE RGNL	DUBUQUE	IA
IDA	IDAHO FALLS RGNL	IDAHO FALLS	ID
LWS	LEWISTON-NEZ PERCE COUNTY	LEWISTON	ID

FAA Contract Tower Closure List
(149 FCTs)

3-22-2013

LOC ID	Facility Name	City	State
PIH	POCATELLO RGNL	POCATELLO	ID
SUN	FRIEDMAN MEMORIAL	HAILEY	ID
ALN	ST LOUIS RGNL	ALTON/ST LOUIS	IL
BMI	CENTRAL IL RGNL ARPT AT BLOOMINGTON- NORMAL	BLOOMINGTON/ NORMAL	IL
DEC	DECATUR	DECATUR	IL
MDH	SOUTHERN ILLINOIS	CARBONDALE/ MURPHYSBORO	IL
UGN	WAUKEGAN RGNL	CHICAGO/ WAUKEGAN	IL
BAK	COLUMBUS MUNI	COLUMBUS	IN
GYG	GARY/CHICAGO INTL	GARY	IN
HUT	HUTCHINSON MUNI	HUTCHINSON	KS
IXD	NEW CENTURY AIRCENTER	OLATHE	KS
MHK	MANHATTAN RGNL	MANHATTAN	KS
OJC	JOHNSON COUNTY EXECUTIVE	OLATHE	KS
TOP	PHILIP BILLARD MUNI	TOPEKA	KS
OWB	OWENSBORO-DAVISS COUNTY	OWENSBORO	KY
PAH	BARKLEY RGNL	PADUCAH	KY
DTN	SHREVEPORT DOWNTOWN	SHREVEPORT	LA
BVY	BEVERLY MUNI	BEVERLY	MA
EWB	NEW BEDFORD RGNL	NEW BEDFORD	MA
LWM	LAWRENCE MUNI	LAWRENCE	MA
ORH	WORCESTER RGNL	WORCESTER	MA
OWD	NORWOOD MEMORIAL	NORWOOD	MA
ESN	EASTON/NEWNAM FIELD	EASTON	MD
FDK	FREDERICK MUNI	FREDERICK	MD
HGR	HAGERSTOWN RGNL- RICHARD A HENSON FLD	HAGERSTOWN	MD
MTN	MARTIN STATE	BALTIMORE	MD
SBY	SALISBURY-OCEAN CITY WICOMICO RGNL	SALISBURY	MD
BTL	W K KELLOGG	BATTLE CREEK	MI
DET	COLEMAN A. YOUNG MUNI	DETROIT	MI
SAW	SAWYER INTL	MARQUETTE	MI
ANE	ANOKA COUNTY-BLAINE ARPT(JANES FIELD)	MINNEAPOLIS	MN
STC	ST CLOUD RGNL	ST CLOUD	MN
BBG	BRANSON	BRANSON	MO
COU	COLUMBIA RGNL	COLUMBIA	MO
GLH	MID DELTA RGNL	GREENVILLE	MS
HKS	HAWKINS FIELD	JACKSON	MS
HSA	STENNIS INTL (HSA)	BAY ST LOUIS	MS
OLV	OLIVE BRANCH	OLIVE BRANCH	MS
TUP	TUPELO RGNL	TUPELO	MS
GPI	GLACIER PARK INTL	KALISPELL	MT
EWN	COASTAL CAROLINA REGIONAL	NEW BERN	NC
HKY	HICKORY RGNL	HICKORY	NC
INT	SMITH REYNOLDS	WINSTON SALEM	NC
ISO	KINSTON RGNL JETPORT AT STALLINGS FLD	KINSTON	NC
JQF	CONCORD RGNL	CONCORD	NC
ASH	BOIRE FIELD	NASHUA	NH
TTN	TRENTON MERCER	TRENTON	NJ

FAA Contract Tower Closure List
(149 FCTs)

3-22-2013

LOC ID	Facility Name	City	State
AEG	DOUBLE EAGLE II	ALBUQUERQUE	NM
SAF	SANTA FE MUNI	SANTA FE	NM
ITH	ITHACA TOMPKINS RGNL	ITHACA	NY
RME	GRIFFISS INTL	ROME	NY
CGF	CUYAHOGA COUNTY	CLEVELAND	OH
OSU	OHIO STATE UNIVERSITY	COLUMBUS	OH
TZR	BOLTON FIELD	COLUMBUS	OH
LAW	LAWTON-FORT SILL RGNL	LAWTON	OK
OUN	UNIVERSITY OF OKLAHOMA WESTHEIMER	NORMAN	OK
PWA	WILEY POST	OKLAHOMA CITY	OK
SWO	STILLWATER RGNL	STILLWATER	OK
OTH	SOUTHWEST OREGON RGNL	NORTH BEND	OR
PDT	EASTERN OREGON RGNL AT PENDLETON	PENDLETON	OR
SLE	MCNARY FLD	SALEM	OR
TTD	PORTLAND-TROUTDALE	PORTLAND	OR
CXY	CAPITAL CITY	HARRISBURG	PA
LBE	ARNOLD PALMER RGNL	LATROBE	PA
LNS	LANCASTER	LANCASTER	PA
CRE	GRAND STRAND	NORTH MYRTLE BEACH	SC
GYH	DONALDSON CENTER	GREENVILLE	SC
HXD	HILTON HEAD	HILTON HEAD ISLAND	SC
MKL	MC KELLAR-SIPES RGNL	JACKSON	TN
NQA	MILLINGTON RGNL JETPORT	MILLINGTON	TN
BAZ	NEW BRAUNFELS MUNI	NEW BRAUNFELS	TX
BRO	BROWNSVILLE/ SOUTH PADRE ISLAND INTL	BROWNSVILLE	TX
CLL	EASTERWOOD FIELD	COLLEGE STATION	TX
CNW	TSTC WACO	WACO	TX
CXO	LONE STAR EXECUTIVE	HOUSTON	TX
GTU	GEORGETOWN MUNI	GEORGETOWN	TX
HYI	SAN MARCOS MUNI	SAN MARCOS	TX
RBD	DALLAS EXECUTIVE	DALLAS	TX
SGR	SUGAR LAND RGNL	HOUSTON	TX
SSF	STINSON MUNI	SAN ANTONIO	TX
TKI	COLLIN COUNTY RGNL AT MC KINNEY	DALLAS	TX
TYR	TYLER POUNDS RGNL	TYLER	TX
VCT	VICTORIA RGNL	VICTORIA	TX
OGD	OGDEN-HINCKLEY	OGDEN	UT
PVU	PROVO MUNI	PROVO	UT
LYH	LYNCHBURG RGNL/ PRESTON GLENN FLD	LYNCHBURG	VA
OLM	OLYMPIA RGNL	OLYMPIA	WA
RNT	RENTON MUNI	RENTON	WA
SFF	FELTS FIELD	SPOKANE	WA
TIW	TACOMA NARROWS	TACOMA	WA
YKM	YAKIMA AIR TERMINAL/ MCALLISTER FIELD	YAKIMA	WA
CWA	CENTRAL WISCONSIN	MOSINEE	WI
EAU	CHIPPEWA VALLEY RGNL	EAU CLAIRE	WI
ENW	KENOSHA RGNL	KENOSHA	WI

FAA Contract Tower Closure List
(149 FCTs)

3-22-2013

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JVL	SOUTHERN WISCONSIN RGNL	JANESVILLE	WI
LSE	LA CROSSE MUNI	LA CROSSE	WI
MWC	LAWRENCE J TIMMERMAN	MILWAUKEE	WI
OSH	WITTMAN RGNL	OSHKOSH	WI
UES	WAUKESHA COUNTY	WAUKESHA	WI
HLG	WHEELING OHIO CO	WHEELING	WV
LWB	GREENBRIER VALLEY	LEWISBURG	WV
PKB	MID-OHIO VALLEY RGNL	PARKERSBURG	WV

FAA Contract Tower Cost Share Sites Remaining Open
(16 FCTs)

3-22-2013

LOC ID	Facility Name	City	State
ASG	SPRINGDALE MUNI	SPRINGDALE	AR
ROG	ROGERS MUNI-CARTER FIELD	ROGERS	AR
MWA	WILLIAMSON COUNTY RGNL	MARION	IL
BMG	MONROE COUNTY	BLOOMINGTON	IN
MIE	DELAWARE COUNTY RGNL	MUNCIE	IN
GCK	GARDEN CITY RGNL	GARDEN CITY	KS
JXN	JACKSON COUNTY- REYNOLDS FIELD	JACKSON	MI
JEF	JEFFERSON CITY MEMORIAL	JEFFERSON CITY	MO
JLN	JOPLIN RGNL	JOPLIN	MO
GRI	CENTRAL NEBRASKA RGNL	GRAND ISLAND	NE
HOB	LEA COUNTY RGNL	HOBBS	NM
ADM	ARDMORE MUNI	ARDMORE	OK
IPT	WILLIAMSPORT RGNL	WILLIAMSPORT	PA
FWS	FORT WORTH SPINKS	FORT WORTH	TX
GPM	GRAND PRAIRIE MUNI	GRAND PRAIRIE	TX
ALW	WALLA WALLA RGNL	WALLA WALLA	WA