

**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, December 4, 2012 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
December 4, 2012**

- I. APPROVE AGENDA**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. UNFINISHED BUSINESS**
 - A. Airport Solutions
 - 1. Chairman Report
 - a. District 26 State Legislators Update DISCUSSION
 - 2. Blaine County Report DISCUSSION
 - 3. City of Hailey Report DISCUSSION
 - 4. Airport Manager Report
 - a. USCTA Policy Board Meeting - January 2013 DISCUSSION
 - b. Network USA 2013 - March 2013 DISCUSSION
 - 5. Communications Director Report
 - a. Coffee Talk DISCUSSION
 - b. Airport Tour DISCUSSION
 - 6. Existing Site
 - a. Board Guidance to Staff on Alternatives
Technical Analysis – Attachments #1, #2 DISCUSS/DIRECT/ACTION
 - 7. Retain/Improve/Develop Air Service
 - a. FSVA Report DISCUSS/DIRECT
 - B. Joint Powers Agreement Property Transfer Update – Attachment #3 ACTION
 - C. FMAA Bylaws – Attachment #4 DISCUSS/DIRECT/ACTION
 - D. Legal Counsel Request for Qualification (RFQ) – Attachment #5 DISCUSS/DIRECT/ACTION
 - E. Surplus Property Disposition DISCUSS/DIRECT/ACTION
- IV. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. November 6, 2012 Regular Meeting - Attachment #6 ACTION
- V. NEW BUSINESS**
 - A. Instrument Procedures Feasibility Study Proposal – Attachment #7 ACTION
 - B. January 2013 Meeting Date ACTION
 - C. Snow Removal Equipment Acquisition – Attachment #8 ACTION
- VI. AIRPORT STAFF BRIEF**
 - A. Noise Complaints
 - B. Parking Lot Update
 - C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – Attachments #9 - #11
 - D. Review Correspondence – Attachment #12
 - E. Fly Sun Valley Alliance Update – Attachments #13, #14
 - F. Airport Weather Interruptions
 - G. Operations Brief
- VII. PUBLIC COMMENT**
- VIII. EXECUTIVE SESSION - I.C. §67- 2345 (1)(a)**
- IX. ADJOURNMENT**

III. UNFINISHED BUSINESS

A. Airport Solutions

1. Chairman Report

a. District 26 State Legislators Update

BOARD ACTION: 1. Discussion

2. Blaine County Report

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

BOARD ACTION: 1. Discussion

3. City of Hailey Report

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

BOARD ACTION: 1. Discussion

4. Airport Manager Report

a. USCTA Policy Board Meeting - January 2013

BOARD ACTION: 1. Discussion

b. Network USA 2013 - March 2013

BOARD ACTION: 1. Discussion

5. Communications Director Report

a. Coffee Talk

BOARD ACTION: 1. Discussion

b. Airport Tour

BOARD ACTION: 1. Discussion

6. Existing Site

a. Board Guidance to Staff on Alternatives Technical Analysis – Attachments #1, #2

Preliminary comments were received from the Board following last month's meeting and have been incorporated into the document. We are

still waiting for comments from the FAA, after which the document will be finalized. The FAA has met to discuss the report internally and Seattle ADO personnel have briefed the new Northwest Mountain Region Division Manager, Sarah Dalton, on the history and current situation at FMAA. Ms. Dalton plans to contact the Airport Manager soon to discuss the situation. FAA has indicated that they plan to discuss the situation at FMA with FAA Headquarters soon.

Attachment #1 was retrieved from the City of Hailey website November 19th. Attachment #2 was read into the record during the Blaine County Board of Commissioners Regular Meeting November 27th.

Next steps in this process are dependent on direction from the Board. We anticipate conversations and/or meetings with the FAA will take place in the coming weeks to determine the appropriate path forward. Board guidance to Staff is critical at this time. Guidance will enable Staff and the Consultant team to effectively represent the Authority and maneuver thru the FAA process.

BOARD ACTION: 1. Discuss/direct/action

7. Retain/Improve/Develop Air Service

a. FSVA Report

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

BOARD ACTION: 1. Discuss/direct

B. Joint Powers Agreement Property Transfer Update – Attachment #3

Attachment #3 is the Quitclaim Deed from the FMAA, as successor in interest to the Blaine County Airport Commission, to the FMAA. At the December meeting, pursuant to Idaho Code Section 67-2322, the Board must make a finding that the transfer is in the “best interest of the public” prior to authorizing the Chair’s execution of the Deed.

BOARD ACTION: 1. Make a finding that the transfer is in the “best interest of the public”.
2. Authorize Chair execution of the Quitclaim Deed

C. FMAA Bylaws – Attachment #4

As you know, during the last two regular Board meetings, the FMAA has worked on improving and revising the Authority’s Bylaws. During the November discussion several possible edits were evaluated by the Board. A new edited version of the Draft Amended and Restated Bylaws, based on the November discussion, was not available as this packet was distributed. Attachment #4 will be sent to the Board and

placed on the Website when it becomes available.

BOARD ACTION: 1. Discuss/direct/action

D. Legal Counsel Request for Qualification (RFQ) – Attachment #5

Attachment #5 is a Legal Notice requesting Information Related to Provision of Legal Services for the Friedman Memorial Airport Authority. The request will be published in the Mountain Express, November 14, 21, 28 and December 5th. Since the due date for submittals is mid-month December, it is certainly appropriate for the Board to discuss a selection process. In past processes, the Board has selected a committee to do the “heavy lifting” related to the selection process and to then report back to the Board with a selection recommendation.

BOARD ACTION: 1. Discuss/direct/action

E. Surplus Property Disposition

In November, Staff conducted a closed-bid auction for surplus airport property (equipment). Property that was disposed of resulted in \$3675.04 in revenue. Three significant items did not sell. The 1989 John Deere Loader (\$25,000 Reserve), the 1988 GMC C-30 Service Truck (\$1000.00 Reserve) and the Tiger Manufacturing Loader Attachment (\$750.00 Reserve). Staff proposes that the Loader and Truck now be advertised as for sale at a fixed price/OBO, and that the Loader Attachment be sold by a dealership on a consignment basis, since it is specific to a certain brand and model of loader.

BOARD ACTION: 1. Discuss/direct/action

IV. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:

A. November 6, 2012 Regular Meeting – Attachment #6

BOARD ACTION: 1. Action

V. NEW BUSINESS

A. Instrument Procedures Feasibility Study Proposal – Attachment #7

At the November meeting, the Airport Manager briefed the Board on the possibility of having Spohnheimer Consulting take an independent look at the feasibility of improving instrument procedures at FMA. Spohnheimer Consulting is led by Nelson Spohnheimer, a former FAA employee and expert on instrument approach procedures who is familiar with the challenges faced at FMA. This effort would include a site visit and intensive study effort by Mr. Spohnheimer and his team, during which they would evaluate various alternatives, considering both ground-based and satellite-based procedures. Following this effort, they will prepare a

report detailing the options they feel are realistic, which will be extremely valuable to make decisions about what can be done to improve the approach situation for our airport.

In an effort to minimize Staff commitments in support of this effort, T-O will coordinate and manage Spohnheimer Consulting through this effort. A Draft Scope of Work for these services is included as Attachment #7. Funding for this planning project was not specifically discussed during the FY 13 Budget process; however it is part of, and expenses will come out of the ALP Planning Process – AIP Project (not eligible) line item.

Staff seeks Board authorization to complete negotiations for Consultant Services/ Scope of Work and associated fees and for the Chair to sign/execute appropriate documents once Staff and Legal Counsel review is complete.

BOARD ACTION: 1. Action

B. January 2013 Meeting Date

The next scheduled FMAA regular meeting is January 1st, New Year's Day. Chairman Bowman is suggesting that January 8th is an appropriate date for the January regular board meeting. Please check your 2013 calendar and be prepared to select an appropriate meeting date.

BOARD ACTION: 1. Action

C. Snow Removal Equipment Acquisition – Attachment #8

The recent Operational Specifications Approval for CRJ 700 regional jets at the airport will bring some new snow removal challenges. To safely operate, Regional Jets require the runway and airfield environment to be extraordinarily free from snow and ice contamination. In order to accomplish this, Staff has determined that an additional snow broom will be necessary. Additionally, this piece of equipment will serve to enhance the expeditious mitigation of snow events at the airport, thereby reducing the time during which all aircraft are unable to utilize FMA, due to inadequate surface conditions.

FMAA has been presented with a unique opportunity to acquire an additional snow broom. Idaho Falls Regional Airport recently completed a bid process for the exact type of equipment needed, and the Authority is able to “piggy-back” on this acquisition under Idaho law. This will allow us to avoid the costs and time associated with the bidding process. As the Board may recall, several airports have taken advantage of this acquisition method on several, recent FMAA equipment acquisitions.

The price for this piece of equipment will be \$463,563.00, with some additional fees for engineering assistance for award, delivery and grant administration. The federal Disadvantaged Business Enterprise (DBE) rules have also changed recently, and an update to our DBE plan and goals is necessary – these services will also be provided

by T-O Engineers. . By comparison, when FMAA executed AIP 34, which included the acquisition of our first Snow Broom, the final acquisition price was \$563,230.00, which did not include additional Engineer and Legal fees related to the difficult bid process presented by FAA and State equipment acquisition rules and regulations. The opportunity to “piggy back” on the Idaho Falls bid eliminates the bid process and should present significant savings, of money and time.

This project was included in the FY 13 Budget process and expenses will come from the appropriate line item. Staff proposes to acquire this equipment using AIP Entitlement funds and requests Board approval to move forward with a grant application and contracting with T-O to begin the acquisition as soon as possible, in order to take delivery of the equipment before next winter.

Attachment #8 is a proposed Scope of Work from T-O Engineers for their services related to this effort. Staff is requesting Board authorization to complete negotiations for consultant services, to submit the Grant Application, to secure appropriate City of Hailey and Blaine County supporting resolutions and Board Chair to sign/execute appropriate documents after appropriate Staff and legal Counsel review.

BOARD ACTION: 1. Action

VI. AIRPORT STAFF BRIEF

A. Noise Complaints:

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT DESCRIPTION	ACTION TAKEN
Chantrelle	11/6	3:35am	Twin Prop	Late Operation	This was a Life Flight aircraft. Ops Chief spoke with caller.
Bellevue	11/21	10:20am	Stage III Jet	Low Approach over Bellevue	Research demonstrated the aircraft conducted an appropriate approach to the airport, at an appropriate altitude. Ops Chief left msg w/caller

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
October	\$16,970.35	\$7,726.28	\$15,101.36	\$6,231.09	\$15,892.00	\$6,554.90

C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data - Attachments #9 - #11

Attachment #9 is Friedman Memorial Airport Profit & Loss Budget vs. Actual through September 2012. Attachment #10 is 2001 - 2012 ATCT Traffic Operations data comparison by month. Attachment #11 is 2012 Enplanement, Deplanement and Seat Occupancy data. The following revenue and expense analysis is provided for Board information and review:

September 2011/2012			
Total Non-Federal Revenue	September, 2012		\$146,862.55
*Total Non-Federal Revenue	September, 2011		\$217,325.61
Total Non-Federal Revenue	FY '12 thru September		\$2,084,804.43
Total Non-Federal Revenue	FY '11 thru September		\$2,102,056.24
**Total Non-Federal Expenses	September, 2012		\$247,397.90
Total Non-Federal Expenses	September, 2011		\$118,512.12
Total Non-Federal Expenses	FY '12 thru September		\$1,941,163.60
Total Non-Federal Expenses	FY '11 thru September		\$1,795,494.84
***Net Income to include Federal Programs	FY '12 thru September		\$-244,479.96
***Net Income to include Federal Programs	FY '11 thru September		\$-123,077.46

* Difference in Non-Federal Revenue includes \$70,000 Rent Equalization Rosenberg Hangar Donation

** Difference in Non-Federal Expenses includes Terminal Carpet \$83,796.73

*** Difference in net income is non-AIP studies related to the replacement airport project.

D. Review Correspondence - Attachment #12

Attachment #12 is information included for Board review.

E. Fly Sun Valley Alliance Update – Attachments #13, #14

Attachment #13 is the October 8, 2012 Fly Sun Valley Alliance Meeting Minutes.
Attachment #14 is the November 12, 2012 Fly Sun Valley Alliance Meeting Agenda.

F. Airport Weather Interruptions

November, 2012

Airline	Flight Cancellations	Flight Diversions
Horizon Air	0	0
SkyWest	2-Wx, 1 Mech	5-Wx

Wx: Weather

Mech: Mechanical

NOTE: Horizon Airlines has suspended SUN service until the winter season.
SkyWest will commence bussing for diverted flights on Nov. 1

G. Operations Brief

In November, Staff conducted a Request For Proposal process for the purpose of acquiring another operations vehicle – “Mini-Truck.” Unfortunately, only one proposal was received. Subsequent inquiry has revealed that two other proposals may be possible, if the process were conducted over again. Therefore, Staff will be conducting this RFP process again, in order to complete a more comprehensive and hopefully successful RFP process.

VII. PUBLIC COMMENT

VIII. EXECUTIVE SESSION - I.C. §67- 2345 (1)(a)

IX. ADJOURNMENT

November 14, 2012

Federal; Aviation Administration
c/o Carol Suomi, Manager
Seattle Airports Division
1601 Lind Ave., S.W., Suite 250
Renton, WA 98056-398

Re: City of Hailey Response to T-O Engineers, Airport Alternatives Technical Analysis (Friedman Memorial Airport)

Dear Ms. Suomi:

The City of Hailey has received and has considered the T-O Engineers' Airport Alternatives Technical Analysis (Report). The Report outlines seven (7) different airport layout alternatives. At this point, the City is not sure what, if any, response the Federal Aviation Administration (FAA) desires with respect to the Report, but the City does have some preliminary comment.

With respect to the alternatives presented to the FAA under the Report, the City could not support alternatives one (1) through five (5) for the following reasons:

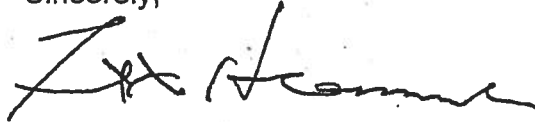
1. Alternatives one (1) through four (4) cannot be constructed and completed to provide a runway safety area as of December 31, 2015, as Congressionally required under 14 CFR part 139.
2. The City remains interested in a "dual path" solution to the creation of a new airport to service our area. In the long term, the "dual path" envisions a new airport to be built away from any town or urban area in Blaine County. To move towards this goal, it is essential that the FAA lift the stay on the EIS process. If the stay on the EIS process was imposed because of concerns about existing site selection, then the City would like the FAA, or the FMAA, to move forward identifying new sites.
3. In the short and medium term, the other part of the "dual path" is to make the existing site as safe as possible while, at the same time, improving existing service reliability. In proceeding with short and medium term plans, the City is interested in solutions that can be accommodated inside of the so-called "existing fence." In other words, the City's strong preference would be not to expand the existing borders of the Airport. These solutions should be

considered and scrutinized after being presented under an Airport Layout Plan and further Master Planning

To summarize, reviewing site alternatives for the existing site is nothing new to the City of Hailey or to the Blaine County community. Speaking on behalf of the City of Hailey, many of the options presented in the Report have been previously rejected by our community leaders and by our citizens and, therefore, should not be worthy of any further consideration by the FAA.

Thank you for your consideration of these very important matters.

Sincerely,

A handwritten signature in black ink, appearing to read 'Fritz X. Haemmerle', written over a horizontal line.

Fritz X. Haemmerle
Mayor

cc: Hailey City Council
Friedman Memorial Airport Authority

website:bellevueidaho.us



CITY OF BELLEVUE

115 East Pine, P.O. Box 825; Bellevue, ID 83313
208-788-5351 • 208-788-2128 • Fax 208-788-2092

November 20, 2012

Federal; Aviation Administration
c/o Carol Suomi, Manager
Seattle Airports Division
1601 Lind Ave., S.W., Suite 250
Renton, Wa. 98056-398

Re: City of Bellevue response to T-O Engineers Alternatives Technical Analysis – November 2012

Dear Ms. Suomi:

The City of Bellevue has received the November 2012, T-O Engineers Alternatives Technical Analysis. After reviewing the document and options, the City of Bellevue finds that the options pose potential impacts on the quality of life, safety and health of the citizens of Bellevue, as well as negative impacts on land values for developed and non developed properties. These impacts are of great concern and cannot be supported.

The City respectfully reiterates its request and position, that safety / reliability enhancements and improvements to the Friedman Airport should be conducted / constructed within the existing fenced area and that no expansion outside of the existing fenced area be allowed.

As Mayor of the City of Bellevue, and speaking in behalf of the Council and citizens, the need to relocate a new airport away from Hailey and Bellevue is the direction and goal that needs to be diligently pursued by the FAA / FMAA. The stay on the EIS must be lifted to allow for the search and studies of new sites that can accomplish the necessary goal of relocating the airport.

We appreciate your hearing and allowance of our comments and recommendations and are confident a solution for this critical issue will become a reality through good planning.

Sincerely,

A handwritten signature in black ink, appearing to read 'Christopher Koch'. The signature is fluid and cursive, with a large initial 'C'.

Mayor Christopher Koch

RECORDING REQUESTED BY AND AFTER RECORDING RETURN TO:

**Barry J. Luboviski, Esq.
Luboviski, Wygle & Fallowfield, P.A.
P.O. Box 1172
Ketchum, ID 83340-1172**

(Space above this line for Recorder's use only)

QUITCLAIM DEED

FOR VALUE RECEIVED, the Friedman Memorial Airport Authority, as successor in interest to the Blaine County Airport Commission, (hereinafter referred to as "Grantor"), does hereby convey, release, remise and forever quitclaim unto the FRIEDMAN MEMORIAL AIRPORT AUTHORITY, a political subdivision of the State of Idaho, whose address is P.O. Box 929, Hailey, Idaho 83333 (hereinafter referred to as "Grantee"), all right title and interest which Grantor now has or may hereafter acquire in that certain real property located in Blaine County, Idaho, and more particularly described as follows:

See Exhibit "A" attached hereto and incorporated herein.

To have and to hold the said premises and their appurtenances unto the said Grantee and to its successors and assigns forever, but without warranty or representation whatsoever.

DATED this ____ day of December, 2012.

"GRANTOR"

Friedman Memorial Airport Authority

Tom Bowman, Chairman

STATE OF IDAHO)
) ss.
County of Blaine)

On this _____ day of December, 2012, before me, a Notary Public for the State of Idaho, personally appeared Tom Bowman, known or identified to me to be the Chairman of the Friedman Memorial Airport Authority, and the Chairman who subscribed said Authority's name to the foregoing instrument, and acknowledged to me that he executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year in this certificate first above written.

Notary Public for Idaho
Residing at: _____
My commission expires: _____

#4 Walker

A parcel of land in the SW1/4SW1/4 of Section 10, Township 2 North, Range 18 East of the Boise Meridian in Blaine County, Idaho, more particularly described as follows:

Commencing at the southwest corner of said Section 10 and running thence S89°30'30"E along the southerly boundary of said Section 10 for 82.02 feet, more or less, to a point on the southerly corporate limits of the City of Hailey and being the REAL POINT OF BEGINNING; thence N60°55'00"E along said corporate limits for 582.25 feet; thence S29°00'00"E for 253.92 feet, more or less, to the northerly right-of-way boundary of State Highway 93, said point is a point of curvature of a 1081.74 foot radius curve to the left, the chord to which bears S84°28'27"W for 632.98 feet; thence along the highway right-of-way on said curve for 642.38 feet, more or less, to the intersection of the highway right-of-way with the southerly boundary of said Section 10; thence N89°30'30"W along the southerly boundary of said Section 10 for the 1.90 feet, more or less, to the REAL POINT OF BEGINNING.

The above described parcel contains 1.24 acres, more or less.

#5 Sorensen

Commencing at the Section Corner common to Sections 9, 10, 15 and 16, T.2N., R.18E., B.M., City of Hailey, Blaine County, Idaho, which is marked by a brass cap on an iron pipe; thence S86°01'13"E, 291.42 feet to an iron pin, which marks the present Northwestern corner of the Friedman Memorial Airport property, and the Northeast Corner of Friedman Park Subdivision; thence S31°59'10"E, 187.48 feet along the boundary line common to the said airport property and Friedman Park Subdivision, to an iron pin which marks the REAL POINT OF BEGINNING;

Thence along the present airport boundary on the following courses and distances to iron pins: S51°45'45"E, 165.94 feet; S42°39'35"E, 282.10 feet; S26°57'20"E, 724.70 feet; S63°37'31"W, 58.00 feet; Thence departing from the airport boundary; S63°37'31"W, 116.83 feet to an iron pin; Thence along the Easterly boundary of the Friedman Park Subdivision on the following courses and distances to iron pins; N31°15'00"W, 439.01 feet; N12°23'15"W, 278.22 feet; N30°41'10"W, 377.78 feet; N12°00'20"W, 63.24 feet to the REAL POINT OF BEGINNING; Comprising 3.88524 acres.

#6 Stewart

Commencing at the Section Corner common to Sections 9, 10, 15 and 16, T.2N., R.18E., B.M., City of Hailey, Blaine County, Idaho, which is marked by a brass cap on an iron pipe; thence S86°01'13"E, 291.42 feet to an iron pin, which marks the present Northwesterly corner of the Friedman Memorial Airport property, and the Northeast corner of Friedman Park Subdivision; thence S31°59'10"E, 187.48 feet along a boundary line common to the present Westerly airport boundary and the Easterly boundary of the Friedman Park Subdivision, to an iron pin; thence along the Easterly boundary line of the Friedman Park Subdivision on the following courses and distances to iron pins; S12°00'20"E, 63.24 feet; S30°41'10"E, 377.78 feet; S12°23'15"E, 278.22 feet; S31°15'00"E, 439.01 feet; N63°37'31"E, 116.83 feet to an iron pin which marks the REAL POINT OF BEGINNING;

Thence S28°58'49"E, 1,686.58 feet along the present Westerly boundary line of the airport to an iron pin;

Thence S89°42'30"W, 271.81 feet to an iron pin;

Thence along the following courses and distances to iron pins; N46°09'55"W, 175.27 feet; N30°51'15"W, 396.78 feet; N16°41'50"W, 492.92 feet; N26°36'15"W, 518.94 feet; N63°37'31"E, 177.00 feet to the REAL POINT OF BEGINNING;

Comprising 9.06363 acres.

#10 Stewart

Commencing at the Section Corner common to Sections 9, 10, 15, and 16, T.2N., R.18E., B.M., City of Hailey, Blaine County, Idaho, which is marked by a brass cap on an iron pipe; thence S86°01'13"E, 291.42 feet to an iron pin, which marks the present Northwesterly corner of the Friedman Memorial Airport property, and the Northeast corner of Friedman Park Subdivision; thence S31°59'10"E, 187.48 feet along a boundary line common to the present Westerly airport boundary and the Easterly boundary of the Friedman Park Subdivision, to an iron pin; thence along the Easterly boundary line of the Friedman Park Subdivision which is also along the Westerly boundary line of the Friedman Memorial Airport, on the following courses and distances to iron pins; S12°00'20"E, 63.24 feet; S30°41'10"E, 377.78 feet; S12°23'15"E, 278.22 feet; S31°15'00"E, 439.01 feet; S63°37'31"W, 60.17 feet; S26°36'15"E, 518.94 feet; S16°41'50"E, 492.92 feet; S30°51'15"E, 396.78 feet to an iron pin which marks the REAL POINT OF BEGINNING;

Thence S46°09'55"E, 175.27 feet to an iron pin, which iron pin lies N89°42'30"E, 1,538.82 feet from the West $\frac{1}{4}$ corner of said Section 15, and lies S89°42'30"W, 1,131.25 feet from the center of said Section 15;

Thence S89°42'30"W, 25.82 feet along the E-W centerline of said Section 15, to an iron pin;

Thence N39°37'20"W, 157.76 feet to the REAL POINT OF BEGINNING;

Comprising 0.03616 acres.

AMENDED AND RESTATED

BY-LAWS

FRIEDMAN MEMORIAL AIRPORT AUTHORITY BOARD OF COMMISSIONERS

ARTICLE I - AUTHORITY AND PURPOSE

The Friedman Memorial Airport Authority Board of Commissioners ("Board") has certain duties, responsibilities and limitations which are delineated in that certain Amended and Restated Joint Powers Agreement ("JPA"), between Blaine County and the City of Hailey, dated July 26, 2011. In order to help perform these duties and responsibilities and observe these limitations, the Board adopts these Amended and Restated By-Laws.

ARTICLE II - ORGANIZATION

- A. The Board shall consist of seven duly appointed persons serving as the Friedman Memorial Airport Authority Board of Commissioners pursuant to the JPA.
- B. The Board shall elect its Chairman, Vice Chairman, Secretary and Treasurer by a majority vote of the members of the Board. This election shall take place during the regular meeting of the Board in March in every odd-numbered year unless the Board, by majority vote, selects a different date for the election.
- C. A vacancy in any office shall be filled by a majority vote of the Board for the unexpired portion of the term.
- D. The Board may establish sub-committees, and/or advisory committees to advise and assist the Board in carrying out its legal and statutory responsibilities.

ARTICLE III – OFFICERS

- A. The Chairman shall preside at all regular and special meetings of the Board and shall have the powers generally assigned to such office in conducting the meetings. The Chairman shall assist the Manager and Staff in the preparation of meeting agendas and the implementation of Board directives. In addition, the Chairman shall be available, as needed, to travel with staff members to meetings with FAA and other government officials. The Chairman shall also establish and maintain a communications protocol which shall insure that all Board members are kept fully informed of FMAA actions on a timely basis.

- B. The Vice Chairman shall perform the duties of the Chairman if the Chairman is unable or unwilling to perform those duties.
- C. The Secretary shall supervise the keeping of the minutes of the meetings of the Board and in general shall perform all duties as from time to time may be assigned by the Chairman or the Board.
- D. The Treasurer shall chair the Finance Committee and shall ensure that the Airport Manager, Contract Administrator and staff approve accounts payable, have charge and custody of and are responsible for all funds and securities of the Authority; shall receive and give receipts for monies due and payable to the Authority from any source whatsoever and shall deposit all such monies in the name of the Authority in such banks, trust companies or other depositories as shall be selected by the Board and in general shall perform all duties incident to the office of Treasurer and such other duties as from time to time may be assigned by the Board.

ARTICLE IV – MEETINGS, RECORDS AND VOTING

- A. The Board shall meet for every regular meeting and for each special meeting scheduled during the year. Workshop meetings shall be scheduled as necessary as special meetings. All regular meetings shall be conducted in the Old Blaine County Courthouse, Hailey, Idaho, unless a majority of the Board decides otherwise. Regular and special meetings of the Board shall be conducted in compliance with Section 67-2340 through 67-2347, Idaho Code.
- B. Regular meetings shall be held on the first Tuesday of each month unless that regular meeting date falls on a holiday as defined in Idaho Code Section 73-108, as such now exists or may hereafter be amended, in which case the regular meeting day shall fall on the next business day or on another date to be selected by a majority vote of the Board.
- C. A special meeting is any meeting of the Board other than a regular meeting which is ordered by a majority of the Board.
- D. Pursuant to the JPA, a quorum for all decisions of the Board, except for Joint Decision Matters, shall consist of at least two (2) County Members. For Joint Decision Matters, a quorum shall consist of at least two (2) County Members and at least two (2) City Members.
- E. The Board shall cause to be recorded all regular and special meetings and shall have prepared summaries of the recordings to be used as minutes of all meetings. The recordings shall be retained for not less than ten (10) years. The Board shall maintain such other records as are approved by a majority of the Board.

- F. Pursuant to the JPA, before notification by FAA that the Existing Airport has been permanently closed to all air traffic, all members of the Board shall be entitled to deliberate, make decisions and exercise all powers with respect to the Existing Airport, as a Joint Decision Matter, but only the County members of the Board shall be entitled to deliberate, make decisions and exercise all powers with respect to the Replacement Airport for all other matters which come before the Board. To the greatest extent possible, the Chair and Authority staff shall work cooperatively to delineate and separate matters pertaining to the Existing Airport from those involving the Replacement Airport. If a Board Member has a conflict of interest as defined by the Idaho Code, the Board Member shall follow the procedures mandated by the “Ethics in Government of Act of 1990” of the Idaho Code.
- G. A quorum must be present during the discussion on any agenda item in order to conduct business concerning that item. Participation by a member of the Board through telecommunications devices shall constitute presence in person by such member at the meeting; provided however, that at least one (1) member of the Board shall be physically present at the location designated in the meeting notice, as required under Section 67-2343, Idaho Code, to ensure that the public may attend such meeting in person. The communications among members of the Board must be audible to the public attending the meeting in person and the members of the Board.
- H. Unless otherwise specifically provided for in the JPA, all decisions of the Board shall be by majority vote and all members of the Board shall vote on all matters unless prohibited by the Idaho Code, the JPA or these By-laws.
- I. Proxy votes of members shall not be allowed.
- J. All members of the Board are entitled to vote subject to the restrictions contained in paragraph IV F, above.
- K. By a majority vote of the Board, the Board may consider business which is not on the agenda in conformance with I.C. 67-2343 regarding amendment of meeting agendas.

ARTICLE V – ADOPTION AND AMENDMENT OF BY-LAWS

- A. Initial Adoption – These Amended and Restated By-Laws shall be adopted by a majority vote of the Board.
- B. Amendments – These By-Laws may be amended by a majority vote of the Board at a regular or special meeting. Amendments to these By-Laws may be proposed by any member of the Board at a regular meeting.
- C. Conflicts - In the event that any of these By-Laws conflict with the provisions of the JPA or the Idaho Code, the provisions of the JPA or the Idaho Code shall control.
- D. Gender - As used in these By-Laws and to the extent appropriate, references to the masculine, feminine and neuter gender shall each include the other two genders.

WE HEREBY CERTIFY that these Amended and Restated By-Laws of the Friedman Memorial Airport Authority were adopted by a majority of the members of the Friedman Memorial Airport Authority Board of Commissioners at a regular meeting of the Authority.

DATED this _____ day of _____, 2012.

Chairman

Secretary



Request for Information Related To
Provision of Legal Services For The
Friedman Memorial Airport Authority
Hailey, Idaho

The Friedman Memorial Airport Authority, Hailey, Idaho is soliciting information from individuals or organizations to determine ability and qualifications to provide legal services related to the operation of the Friedman Memorial Airport.

To obtain a copy of the Request For Qualifications, please contact:

Lisa N. Emerick
Contracts/Finance Administrator
Friedman Memorial Airport
(208) 788-4956 ext. 102
lisa@flyfma.com

All submittals are due on or before 2:00 p.m. December 14, 2012.

**MINUTES OF A REGULAR MEETING
OF THE ATTACHMENT #6
FRIEDMAN MEMORIAL AIRPORT AUTHORITY***

**November 6, 2012
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chairman –Tom Bowman, Vice-Chairman – Martha Burke, Secretary – Susan McBryant, Board – Lawrence Schoen, Angenie McCleary, Don Keirn, Ron Fairfax
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, Nathan Cuvala; ANTICIPATE – Candice Pate
AIRPORT TENANTS/PUBLIC: BCPA – Jim Perkins, Blaine County Commissioner – Jacob Greenberg; FSVA – Carol Waller; Simmons & Clubb – Brad Hodges; Glass Cockpit Aviation – John Strauss; Atlantic Aviation – Susan Harris; City of Hailey – Carol Brown; John Craig, Donna Serrano, Len Harlig, Marc Reinemann, City of Sun Valley - Nils Ribi, Stephen Schowengerdt, Sheryl Schowengerdt, Bonnie Leighton

CALL TO ORDER:

The meeting was called to order at 5:35p.m. by Chairman Bowman.

I. APPROVE AGENDA

The agenda was approved as presented.

II. PUBLIC COMMENT

John Craig commented that certain types of aircraft with a conventional undercarriage (taildragger) have been allowed by the FMAA to land on the sod safety area east of the runway at the Airport for several years. He requested that this area be assigned hours of operation and be formally designated as a landing strip as not having it designated as such is a safety concern. He commented that if the airport configuration is modified, accommodating this type of use and allowing its continuation would make the Friedman Memorial Airport a better airport.

Chairman Bowman suggested that Mr. Craig's request be included in the December Agenda for policy consideration.

John Strauss commented that he can provide the Board a large amount of information to assist with developing a document pertaining to Mr. Craig's request.

III. UNFINISHED BUSINESS

A. Airport Solutions

1. Blaine County Report

Board Member McCleary reported that the County Commissioners will be discussing and reviewing the outcome of the Draft Alternatives Technical Analysis and will provide the County's preferred alternative by the December FMAA Board meeting.

2. City of Hailey Report

Board Member McBryant reported that the City will be discussing and reviewing the Draft Alternatives Technical Analysis as well and will provide comments to Airport Manager Baird on the Analysis by the end of the week.

The Board discussed the procedures and timing for submitting comments regarding the Draft Alternatives Technical Analysis.

3. Airport Manager Report

Airport Manager Baird reported that Staff will have an Instrument Procedures Feasibility Study Proposal for the Board to review and discuss for the December Board Meeting.

4. Communications Director Report

a. Coffee Talk

Ms. Pate reported that the October Coffee Talk event was attended by three members of the public. She reported that the next Coffee Talk will be held on November 27th at Jesse's Country Grill in Bellevue, ID.

b. Airport Tour

Ms. Pate reported that the October Airport Tour was also well-attended and the next Airport Tour will be held on November 28th.

She reported that she and Airport Staff will also be ensuring that the public is informed regarding the approval of the operation of the CRJ700 at the Airport.

5. Existing Site

a. Friedman Memorial Airport Alternatives – Technical Analysis

T-O Engineer Dave Mitchell gave the Board a presentation regarding the current status of the Airport Alternatives Technical Analysis.

Chairman Bowman suggested that the Board discuss only technical aspects and the proposed next steps pertaining to Engineer Mitchell's presentation on the Draft Airport Alternatives Technical Analysis.

The Board discussed and clarified technical aspects of Engineer Mitchell's presentation including the presented costs, land acquisitions, operational limitations, risk analysis statistics and analysis procedures for the seven remaining alternatives.

Board Member McBryant commented that the alternatives presented for consideration gives the Board hope that even though the EIS has been suspended, there are options available that will allow the Airport to meet CIII-Standards in the interim until such time that the Board can continue its search for an alternate site.

Chairman Bowman proposed that the County and City separately select an alternative to advocate once the FAA notifies the Board whether or not they will grant modification standards for Alternatives 5, 6, and 7, and present their decisions during the December FMAA Board meeting.

Vice-Chairman Burke asked Staff to provide each Board Member with a copy of the Alternatives Comparison from Engineer Mitchell's power point presentation.

Board Member Fairfax commented that it may be premature for the Board to make a selection prior to the FAA's review and submittal of comments on the Alternatives Analysis.

Chairman Bowman commented that the Board should inform the FAA which of the seven alternatives is achievable for the FMAA and then ask the FAA to try and make the Board's selected alternative possible. He commented that the FMAA should be driving this process.

The Board discussed Chairman's Bowman's comment and concluded that a preferred alternative should be selected as soon as possible as the FAA needs to know the community's concerns and the longer the Board makes to select a preferred alternative, the more constrained the Board's decision-making process will be.

Board Member Schoen commented that he believes that the dual path hinges on financial aspects of the relocation which will take a considerable amount of time to project. He commented that the Board should make decisions that are low in cost, that do not have major impacts on the community and that will allow the Airport to accommodate current operations for an appropriate amount of time until the relocation path becomes a feasible alternative.

Vice-Chairman Burke commented that she supports Board Member Schoen's personal view. She asked that the Board consider notifying the FAA that the community does not support Alternatives 1, 2, 3 and 4 as these alternatives would not achieve improvements to meet Runway Safety Area (RSA) standards by the December 31, 2015 deadline and the community has voiced for years that it would not support these kinds of modifications.

Board Member McBryant commented that the technical analysis clearly expresses the advantages and challenges of each alternative and the FAA will recognize the alternatives that would not meet the RSA standards deadline. She suggested that the Board give the Airport owners the opportunity to discuss the draft analysis separately before the Board rules out any alternatives.

Chairman Bowman commented that he believes the Board will eventually reach the point Vice-Chairman Burke is suggesting, however there is a political process that the City and County should follow before Alternatives 1 through 4 are ruled out.

Vice-Chairman Burke commented that if the Board is not comfortable notifying the FAA of the community's objection to Alternatives 1 through 4, the City of Hailey will notify the FAA independently of the City's objection to these alternatives.

Chairman Bowman announced that the County and City will be holding separate meetings in November to discuss the draft technical analysis at which time the public will be given an opportunity to provide comment regarding the selection of a preferred alternative.

6. Retain/Improve/Develop Air Service

a. FSVA Report

Fly Sun Valley Alliance representative, Carol Waller, reported that contracts and negotiations have been signed with Alaska Airlines to provide service to Los Angeles and Seattle from December 14, 2012 to March 31, 2013. She reported that FSVA is also continuing to discuss potential additional service with air carriers.

b. First Time Schedule Commercial – Jet Service Environmental Assessment (EA) Update

Airport Manager Baird updated the Board on the completed status of the Environmental Assessment study.

B. Joint Powers Agreement Property Transfer Update

Attorney Luboviski updated the Board on the current status of the Joint Powers Agreement Property Transfer.

The Board discussed and clarified the property transfer process and thanked Attorney Luboviski for all his efforts in completing the property transfer.

C. FMAA Bylaws (See Brief)

Board Member McCleary briefed the Board that the suggested edits from the October Board meeting have been applied to the document and is again ready for discussion.

The Board discussed the revised document and suggested minor edits to the document.

Len Harlig suggested that the Board consider changing the date of Board elections as electing in October every odd numbered year could potentially conflict with the City of Hailey elections which are held around the same time. He suggested that the Board consider changing the Officers bylaw to include a stipulation regarding the Chairman's ability or inability to vote. He also suggested that the Board remove the Board's ability to add an item to the agenda by majority vote as it hinders the Board's principle of being transparent with the public.

The Board agreed that language should be included in the bylaws stating that the Chairman shall vote and concluded that the date of Board elections should be discussed further to discuss an appropriate time to hold Board elections.

**IV. APPROVE FMAA
MEETING MINUTES**

A. October 2, 2012 Regular Meeting (See Brief)

The October 2, 2012 Friedman Memorial Airport Authority Meeting Minutes were approved as presented.

MOTION:

Made by Board Member McCleary to approve the October 2, 2012 Friedman Memorial Airport Authority Regular Meeting Minutes as presented. Seconded by Vice-Chairman Burke.

PASSED UNANIMOUSLY

V. NEW BUSINESS

A. Legal Counsel Request for Qualification (RFQ) (See Brief)

Airport Manager Baird briefed the Board on the legal counsel request for qualification (RFQ) process and asked the Board to consider giving Staff direction to begin the RFQ process.

The Board discussed the RFQ process and document and directed Staff to begin the process.

Vice-Chairman Burke asked if it would be possible for the City attorney to partner with the County attorney and share the responsibilities of the Airport attorney.

The Board discussed Vice-Chairman Burke's question with Attorney Luboviski and concluded that it would be best for the Board to hire an attorney independent of the City and County.

B. Mini Truck Acquisition Process (See Brief)

MOTION: *Made by Board Member Schoen to authorize the Chair to execute a purchase agreement to acquire a mini truck for airport operations after Staff and Legal review. Seconded by Board Member McBryant.*

PASSED UNANIMOUSLY

VI. AIRPORT STAFF BRIEF

- A. Noise Complaints**
- B. Parking Lot Update**
- C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data (See Brief)**
- D. Review Correspondence (See Brief)**
- E. Fly Sun Valley Alliance Update (See Brief)**
- F. Airport Weather Interruptions**
- G. Operations Brief**

VII. PUBLIC COMMENT

Attorney Luboviski assured the Board that he will be renewing his attorney's license for 2013 in case the RFQ process cannot be completed by the end of December.

Board Member McBryant commented that she thought tonight's presentation by Engineer Mitchell as well as the Draft Technical Alternatives Analysis itself were both extremely clear and well-presented and drafted. She commented that T-O Engineers has done an excellent job on a highly technical subject and thanked them for their efforts.

**VIII. EXECUTIVE SESSION –
I.C. §67-2345 (1)(a)**

MOTION: *Made by Board Member Schoen to enter Executive Session under Idaho code I.C. §67-2345 (1) (a). Seconded by Board Member McCleary.*

ROLL CALL VOTE:

<i>Board Member Fairfax</i>	YES
<i>Board Member Schoen</i>	YES
<i>Board Member McBryant</i>	YES
<i>Chairman Bowman</i>	YES
<i>Vice-Chairman Burke</i>	YES
<i>Board Member McCleary</i>	YES
<i>Board Member Keirn</i>	YES

PASSED UNANIMOUSLY

IX. ADJOURNMENT

The November 6, 2012 Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 9:10 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.*

EXHIBIT A

**Friedman Memorial Airport (SUN)
Hailey, Idaho
Instrument Procedures Feasibility Study
DRAFT Scope of Work
November 27, 2012**

Sponsors: City of Hailey and Blaine County, Idaho

Consultant: T-O Engineers, Inc.

INTRODUCTION

The Friedman Memorial Airport Authority (FMAA) remains committed to providing reliable service for both commercial airlines and general aviation users of the Friedman Memorial Airport (SUN). A primary factor impacting reliability of the airport is the ability of aircraft operators to access the airport during times of Instrument Meteorological Conditions (IMC). During IMC, instrument approach and departure procedures are critical to user access. Currently there are three published instrument approach procedures available at SUN. Due to the surrounding terrain, existing approach minimums are high. As a result of the approach minima, reliability, or the ability of aircraft to access the airport during IMC, is greatly decreased.

According to the *Draft Friedman Memorial Replacement Airport Environmental Impact Statement*¹, during winter months, approximately 22 percent of commercial flights and an unknown number of GA flights are diverted to other airports because they are unable to land at SUN. Commercial flights are primarily diverted to Boise Airport (BOI) or the Magic Valley Regional Airport (TWF) in Twin Falls, Idaho. During these diversions, passengers are typically transferred to a bus and bussed to SUN. Drive time from BOI to SUN is approximately 2.5 hours and from TWF to SUN is approximately 1.75 hours, when road conditions are good.

FAA Flight Procedures Office has stated that instrument approach minima cannot be improved at the existing site at this time. Previous independent analysis indicated that some improvement to reliability could be made but further investigation is necessary to verify what level of improvement is possible. This Instrument Procedures Feasibility Study serves as further investigation to better quantify instrument procedure improvements at SUN. Assisting in this effort will be Spohnheimer Consulting. The Spohnheimer team consists of former FAA Navigation and Flight Procedures Specialists with years of experience developing creative instrument procedure solutions in challenging environments.

T-O Engineers (consultant), in cooperation with Spohnheimer Consulting, proposes the following Scope of Work to FMAA in order to assist the Authority understand what instrument procedures improvements may be feasible at the airport.

¹ EIS Purpose and Need/Alternatives Working Paper – July 2008



This Scope of Work (SOW) is divided into the following elements:

Schedule

Study Elements

- Element 1 – Study Design
- Element 2 – Project Management
- Element 3 – Instrument Procedures Feasibility Analysis
- Element 4 – Documentation

Following is a brief description of each element, its associated sub-tasks and deliverables that are proposed to complete the project.

SCHEDULE

Following is a tentative schedule for this effort. This schedule is subject to change, depending on Scope of Work and Agreement approval, availability of information provided by others and other factors.

Week of December 17, 2012 – Project kick-off teleconference

Week of February 11, 2013 – Team 2 day onsite visit

March 25, 2013 – Draft narrative report submittal

April 2, 2013 – Project update to FMAA Board at Regular Board Meeting

April 19, 2013 – Final report submittal

STUDY ELEMENTS

Element 1: Study Design

This element will initiate activities for this feasibility study, in particular to develop the SOW, fee estimate, Professional Services Agreement, contract negotiation and project schedule.

A detailed SOW and project schedule are important to guide the project through subsequent phases. Design of the study includes development of a comprehensive SOW, definition of effort necessary to accomplish the work scope and the preparation of a realistic work effort and cost estimates for completing the work.

1.1 Scope of Work/Fee

This element includes preparation of a draft SOW, coordination with Spohnheimer Consulting and FMAA to refine the scope, development of a project schedule and preparation of the final SOW and fee. Tasks in this element include:

- Develop scope of work that describes the project and required tasks.
- Coordination with Spohnheimer Consulting and airport staff during the Scope development process.
- Revisions to the Scope of Work, based on comments received from airport staff and FMAA. As the fee for this project does not include federal funds, approval of the SOW and fee by the FAA will not be necessary.



Element Deliverables:

- Electronic files of the initial and modified draft SOW(s), fee estimate, and project schedule.
- Electronic copy of the final version of the SOW, fee estimate and project schedule.

Element Cost Assumptions:

- Develop SOW, fee estimate, and project schedule. and conduct contract negotiation.
- Additional individual coordination with Spohnheimer Consulting and airport staff via telephone and email is included.

1.2 Agreement

Consultant shall prepare a Professional Services Agreement(s) for services to be provided under the approved SOW.

Element Deliverables:

- Hardcopy agreements to consist of one (1) paper copies of the final approved version of the SOW, fee estimate, project schedule, and one (1) copy of the executed contract for airport records.

Element Cost Assumptions:

- Time to develop Professional Services Agreement(s).
- Included in this element are services related to coordination and negotiation with Spohnheimer Consulting for a subconsultant agreement and a Professional Services Agreement with FMAA. Negotiations with Spohnheimer Consulting and FMAA will be conducted by email and/or telephone.

Element 2: Project Management

This element will provide appropriate direction and management for the study throughout its duration. Tasks include management of the project team; internal and external communication; quality control; and budget tracking.

2.1 Project Management

This element is an on-going process throughout the project that includes developing an internal structure for project processes and communication with the project team. Project management duties include:

- Initiate communication and coordination with the project team.
- Initiate project activities.
- Ensure communication and coordination both internally and externally as needed throughout the project.
- Quality control of work products prior to submission to FMAA.

Deliverables:

- Copies of the schedule and project plan will be provided to FMAA as required.



Element Cost Assumptions:

- Two hours per month by the PM over an assumed period of two months, dedicated specifically to management and control of the project.
- Regular communication with team members through telephone calls and emails as needed.

2.2 Team Coordination and Communication

Regular team coordination and communication throughout the project will be critical. Anticipated activities under this task include:

- Prepare for and participate in a project kick-off teleconference with airport staff and Spohnheimer Consulting. The purpose of this call will be to discuss the goals of the study, schedule and other pertinent elements of the effort. Participation is expected to include T-O Project Manager, Spohnheimer Consulting Project Manager, and airport staff.
- Regular email and telephone communication with the airport staff and Spohnheimer Consulting as needed to address specific issues and coordinate various aspects of the project.
- One (1) in person project update to the FMAA Board by the T-O Project Manager.

Deliverables:

- Status reports (via email) and one (1) in person update to the FMAA Board.

Element Cost Assumptions:

- Time for team coordination and travel expenses for attendance at one (1) FMAA Board meeting to provide a project update to the Board.

Element 3: Instrument Procedures Feasibility Analysis

The purpose of this element will be to analyze the ability of SUN to achieve satellite-based and/or ground-based Special or Standard Instrument Approach Procedures with minima notably better than existing procedures. If ground-based procedures are feasible, propose ground infrastructure required with rough order-of-magnitude costs for procurement, installation, procedures development, and commissioning flight inspection.

This element will include the following tasks:

- T-O will gather and provide previously conducted instrument approach analyses and other applicable information, such as mapping, to Spohnheimer Consulting to assist in the analysis.
- One (1) team onsite visit. A total of four (4) team members including the T-O Project Manager and three (3) Spohnheimer Consulting team members will make an onsite visit to SUN. The purpose of the visit will be to view the airport environs first hand and discuss with airport staff past instrument procedures issues and solutions. Every effort at creative procedures and navigation aids application will be considered.

Deliverables:

- None. Efforts from this element will result in a narrative report and graphics discussed in Element 4 below.



Element Cost Assumptions:

- One (1) team onsite visit. A total of four (4) team members including the T-O Project Manager and three (3) Spohnheimer Consulting team members will make a visit to SUN.
- Team coordination time.

Element 4: Documentation

This element includes the development of a concise narrative report documenting team findings and making conclusions and recommendations for instrument procedure improvements at SUN. Prepare necessary graphics depicting existing constraints, instrument procedure deficiencies and potential new procedure improvements. A draft narrative report will be produced following the team onsite visit described in Element 3.

Deliverables:

- Necessary graphics depicting existing constraints and proposed instrument procedure improvements.
- One (1) hard copy and one (1) electronic copy of a concise narrative report documenting the team's findings and making conclusions and recommendations for instrument procedure improvements.

Element Cost Assumptions:

- Time and materials to prepare necessary graphics.
- Time and materials to produce a concise narrative report.

Exhibit B - Fee Schedule
Friedman Memorial Airport (SUN) - Instrument Procedures Feasibility Study

11-27-2012

11-27-2012		LABOR (per hour)												
Element #	Element Description	Project Principal		Project Manager		Engineer		Technician		Administrative		Direct Costs	Total	
		Principal \$155	Hours	Manager \$140	Hours	Engineer \$110	Hours	Technician \$70	Hours	Administrative \$50	Hours		Cost	
														Cost
T-O ENGINEERS														
1	STUDY DESIGN													
1.1	Develop Scope of Work and Fee	0.5	77.50	4.0	560.00								4.5	637.50
1.2	Negotiation	0.5	77.50	1.0	140.00								1.5	217.50
1.3	Develop Agreement			2.0	280.00									280.00
2	PROJECT MANAGEMENT													
2.1	Project Management			4.0	560.00								4.0	560.00
2.2	Team Coordination and Communication			6.0	840.00								6.0	840.00
2.2	Airport Board Update (T-O PM)			8.0	1,120.00								8.0	1,120.00
3	INSTRUMENT APPROACH FEASIBILITY ANALYSIS													
3.1	Instrument Approach Feasibility Analysis			4.0	560.00	2.0	220.00						6.0	780.00
3.2	Onsite Visit (T-O PM)			16.0	2,240.00								16.0	2,240.00
4	DOCUMENTATION													
4.1	Develop Project Documentation (inc. graphics)	1.0	155.00	3.0	420.00			6.0	420.00					995.00
5	EXPENSES													
5.1	Graphics Materials											100.00		100.00
5.2	Narrative Report Materials											100.00		100.00
5.3	Travel Expenses													
	Rental Car											300.00		300.00
	Lodging											250.00		250.00
	Meals											80.00		80.00
	TOTAL	2.0	310.00	48.0	6,720.00	2.0	220.00	6.0	420.00	0.0	0.00	830.00	58.0	8,420.00

SPOHNHEIMER CONSULTING

Labor (lump sum)
Travel (lump sum)

14,000.00
3,500.00
Subtotal 17,500.00
TOTAL 25,920.00

PROPOSAL
Friedman Memorial Airport (KSUN)
Instrument Procedures Feasibility Study

Background

KSUN is situated in challenging terrain for instrument approach procedures and ground-based nav aids signal-in-space performance. The FAA has studied this environment repeatedly, and to date standard solutions have not resulted in significant improvements to the existing procedures, which provide minima as shown in the Table. Although expectations for significant improvements are quite low, the recent FAA decision to discontinue planning support for a new airport once again makes a diligent study worthwhile, with special emphasis on creative (e.g., multi-facility) solutions.

Existing Procedure	Use	Minima (Field Elevation 5313)
NDB/DME or GPS-A	Public	8000 – 5 (Circling only, CAT D N/A)
RNAV (GPS) W RWY 31	Public	7080 – 1 ¼ to 7080 – 3 (CAT D N/A)
RNAV (RNP) Y RWY 31	Special	6264 – 3 (CAT D N/A)

Scope

Prepare a feasibility report for KSUN on achieving satellite-based and/or ground-based Special or Standard Instrument Approach Procedures with minima notably better than existing procedures. If ground-based procedures are feasible, propose ground infrastructure required with rough order-of-magnitude costs for procurement, installation, procedures development, and commissioning flight inspection.

Methodology

Spohnheimer Consulting will convene a team of three persons (Nelson Spohnheimer and Dave Moehring (Navigation Engineers), John Chapman (Flight Procedures)) at the Friedman Memorial Airport and its environs during a 2-day trip. Every effort at creative procedures and navigation aids application will be considered. Following the trip, a report will be produced documenting the team findings and making conclusions and recommendations.

Cost

Costs will be billed on an hourly basis, not-to-exceed \$14,000, *plus actual travel expenses*. (For winter schedule, travel costs are estimated at \$3500.) This provides up to approximately 25 hours for post-trip work and report preparation as needed.

Schedule

Trip completion – November through February, 2012-2013; Report Completion – with 5 weeks after trip

EXHIBIT B
SCOPE OF WORK
FRIEDMAN MEMORIAL AIRPORT, HAILEY, IDAHO
FRIEDMAN MEMORIAL AIRPORT AUTHORITY (OWNER)
FY2013 SNOW REMOVAL EQUIPMENT PROCUREMENT

DESCRIPTION OF PROJECT ELEMENTS:

Engineer proposes to provide Professional Services as described for Procurement of Snow Removal Equipment. More specifically, snow removal equipment will consist of a prime mover with snow sweeper attachments (air blowers and a 22-foot wide hydrostatic drive runway broom). Services will also include preparation of three (3) year Disadvantaged Business Enterprise (DBE) goals and a three (3) year DBE plan in compliance with current Federal Aviation Administration (FAA) DBE requirements.

The items described will be funded with financial assistance from the FAA Airport Improvement Program (AIP) FY 2013 (93.75% funding). The Owner will provide the remaining funds. The FAA Project Number is AIP 3-16-0016-037. The estimated total project budget is in the range of \$500,000.

The Owner intends to acquire this equipment through a cooperative acquisition with another airport in Idaho. Idaho State Law permits public entities to “piggy-back” on an acquisition by another public entity within the state. In this case, the Owner intends to purchase a piece of equipment identical to equipment acquired through a competitive bidding process by Idaho Falls Regional Airport in Idaho Falls, Idaho. The Supplier for that acquisition is Wausau Equipment Company, Inc. of New Berlin, Wisconsin. Man-hours and work effort described in this Agreement assume this type of acquisition from this supplier throughout. Any changes in the approach to the acquisition will require renegotiation of the scope and/or fee.

Professional services to be provided shall include primarily services related to equipment procurement. Procurement services will include: documentation of the need for the equipment; preparation of award documents; review of manufacturer submittals; other coordination regarding delivery and final inspection of the product with the Owner. Services will also include grant administration, DBE goals and plan preparation, and the overall coordination of all phases of the project with the Owner and the FAA.

More specifically, engineering services include the following:

PHASE 1: CONTRACT ADMINISTRATION

The following tasks shall be considered contract administration.

- 1.1 Prepare an Agreement for Professional Services and a Scope of Work narrative as an Exhibit to the Agreement. Identify the basis of fee calculation for various phases of work. Documents to be submitted for review and approval by FAA and the Owner. Revise scope as necessary to reflect comments by FAA and/or Owner and resubmit a final Scope of Work to FAA and Owner.
- 1.2 Advise and coordinate with Owner regarding compliance documentation, procedure requirements, and general guidance with regard to the procurement process, Scope of Work and Engineering Services Contract. Coordinate with FAA concerning these issues.
- 1.3 General administration of the project to include preparation of monthly progress billings and coordination with Owner's administrative staff.

PHASE 2: PLANNING AND STUDY

Planning and study phase services shall include:

- 2.1 Prepare calculations to document the need for the equipment and submit to the airport and FAA in the form of a letter report. Preparation of these calculations will be done in accordance with FAA AC 150/5220-20, Airport Snow and Ice Control Equipment.

PHASE 3: PRELIMINARY DESIGN

No preliminary design services are required.

PHASE 4: FINAL DESIGN

No final design services are required.

PHASE 5: AWARD

Assist the Owner with preparation of award documents and coordination necessary to complete award to the equipment supplier. As described in the project description, bidding services are not necessary for this acquisition. Award phase services shall more specifically include:

- 5.1 Coordinate with Supplier and Owner prior to preparation of award documents.
- 5.2 Prepare Agreement and other contract documents, review Agreement, and insurance documents submitted by Supplier, and assist Owner and Supplier in processing Agreement documents.
- 5.3 Assist Owner in coordination with FAA throughout award process. Submit to FAA bid analysis and other documentation, including copies of all executed contract documents as required by the FAA.

NOTE: Consultant assumes an orderly and routine award process in preparation of man-hour estimates. If for any reason the project requires a bidding process of any kind, services related to that process will be negotiated and added to this scope by addendum.

PHASE 6: PROCUREMENT

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

- 6.1 Prior to equipment delivery: identify anticipated submittals and submittal schedule, advise Supplier as to the requirements; review Supplier's submittals for compliance with specifications, identify any deviations noted, assist in coordination of resubmittals, clarify specifications and document submittal process.
- 6.2 Prior to equipment delivery: review Supplier's production and delivery schedule for compliance with contract requirement, identify any deviations noted and document delivery process.
- 6.3 Assist Owner as required or requested in communications with Supplier during the pre-delivery process.
- 6.4 Review Contractor Pay Requests (two anticipated) and submit to Owner for approval and signature.
- 6.5 Coordinate with Owner throughout Phase 6.
- 6.6 Participate in inspection/certification of compliance of equipment upon delivery and initial startup if requested by Owner.

- 6.7 Assist Owner in documentation of deficiencies if noted and coordination of their correction/resolution with supplier as requested by Owner.
- 6.8 Assist Owner with documentation of acceptance for final payment.
- 6.9 Travel time required for this phase.

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

PHASE 7: OPERATIONAL

The Operational Phase shall consist of preparation of documentation required to accomplish project closeout. Operational phase services shall include the following tasks:

- 7.1 Provide a Final Report for the contract prepared in accordance with minimum FAA Guidelines to document Procurement of Snow Removal Equipment.
- 7.2 Assist Sponsor with overall budget status analysis and reports, closeout documentation review, and coordination with the FAA, as requested by the Owner.

PHASE 8: ADDITIONAL SERVICES

The following services, which can be defined at this time, shall be provided by Engineer as "Additional Services" to basic services required under Phases 1 through 7.

- 8.1 Prepare a Grant Application for submittal to FAA.
- 8.2 Assist the Sponsor in preparation and processing of the following required certification for Sponsor's submittal to the FAA: "Equipment/Construction Contracts".
- 8.3 Prepare Contract Change Orders/Supplemental Agreements. All services associated with evaluation, negotiation, preparation, and processing of Contract Change Orders or Supplemental Agreements are considered to be an Additional Service.

- 8.4 Assist the Sponsor with preparation of three-year DBE goals, in accordance with Federal requirements. These goals will address this project, plus anticipated design and construction project for 2013 and 2014. Additional DBE services to be provided shall include annual reporting for FY 2012 and 2013.
- 8.5 Assist the Sponsor with the preparation of a three-year DBE Plan, in accordance with recently revised Federal requirements.
- 8.6 Other Additional Services: Should the need for other additional services beyond those identified herein occur during the project, Consultant will provide required services on a time and materials cost basis in accordance with the Engineer's Prevailing Functional Fee Schedule provided in Exhibit D.

**Friedman Memorial Airport
Exhibit C**

**Snow Removal Equipment Acquisition
Basis of Cost Analysis**

Fee Basis Analysis

November 27, 2012

LABOR COSTS

Task	Description	Personnel Hours					Fee
		Prin	PM	CM	Adm.	Total	
		\$155	\$110	\$105	\$40	Hours	
Phase 1 - Administration							
1.1	Scope of Work/Agreement	1	4		2	7	\$675.00
1.2	Owner Coordination	2	2			4	\$530.00
1.3	General Administration		6		4	10	\$820.00
Subtotal, Phase 1		3	12	0	6	21	\$2,025.00
Phase 2 - Planning and Study							
2.1	Prepare SRE Needs Documentation		1	4		5	\$530.00
Subtotal, Phase 2		0	1	4	0	5	\$530.00
Phase 3 - Engineering							
Subtotal, Phase 3		0	0	0	0	0	\$0.00
Phase 4 - Final Design							
Subtotal, Phase 4		0	0	0	0	0	\$0.00
Phase 5 - Award							
5.1	Supplier Communication/Coordination		2	4		6	\$640.00
5.6	Prepare Award Documents		1	2		3	\$320.00
5.7	Owner/FAA Coordination		2	2		4	\$430.00
Subtotal, Phase 5		0	5	8	0	13	\$1,390.00
Phase 6 - Delivery and Acceptance							
6.1	Submittal Review and Coordination		2	4		6	\$640.00
6.2	Schedule Review and Coordination		1	2		3	\$320.00
6.3	Supplier Communication/Coordination		2	4		6	\$640.00
6.4	Pay Requests		1	2		3	\$320.00
6.5	Owner Coordination		1	4		5	\$530.00
6.6	Inspection/Certification			6		6	\$630.00
6.7	Deficiency Coordination		1	4		5	\$530.00
6.8	Acceptance/Final Payment			2		2	\$210.00
6.9	Travel Time			5		5	\$525.00
Subtotal, Phase 6		0	8	33	0	41	\$4,345.00

**Friedman Memorial Airport
Exhibit C**

**Snow Removal Equipment Acquisition
Basis of Cost Analysis**

Fee Basis Analysis

November 27, 2012

Phase 7 - Closeout							
7.1	Final Report		1	4		5	\$530.00
7.2	Closeout Support/Documents			2		2	\$210.00
Subtotal, Phase 7		0	1	6	0	7	\$740.00
Phase 8 - Additional Services							
8.1	Prepare Grant Application		1	4		5	\$530.00
8.2	Prepare Sponsor Certifications		1	2		3	\$320.00
8.3	Change Orders/Supplemental Agreements		1	4		5	\$530.00
8.4	Prepare 3 Year DBE Goals		1	24		25	\$2,630.00
8.5	Preapre 3 Year DBE Plan		1	12		13	\$1,370.00
8.6	Other Additional Services		2	4		6	\$640.00
Subtotal, Phase 8		0	7	50	0	57	\$6,020.00
Total, All Phases		3	34	101	6	144	\$15,050.00

SUMMARY

1. Personnel Costs

Classification	Hours	Rate	Cost
Principal (Prin)	3	\$155.00	\$465.00
Project Manager (PM)	34	\$110.00	\$3,740.00
Construction Manager/Specifier (CM)	101	\$105.00	\$10,605.00
Administrative Assistant (Adm)	6	\$40.00	\$240.00
Totals:	141		\$15,050.00

2. Subconsultant Fees

None required.

3. Reimbursable Expenses

Description	Number	Unit Cost	Cost
Vehicle Mileage	300	\$0.55	\$165.00
Lodging (Per Night)	0	\$0.00	\$0.00
Meals (Lump Sum)	1	\$50.00	\$50.00
Printing/Shipping (Lump Sum)	1	\$200.00	\$200.00
Telephone, Fax, Misc. (Lump Sum)	1	\$50.00	\$50.00
Subtotal, Reimbursable Expenses			\$465.00

TOTAL (1+2+3) \$15,515.00

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Accrual Basis

Friedman Memorial Airport
Profit & Loss Budget vs. Actual(Combined '12)
 October 2011 through September 2012

Ordinary Income/Expense Income	Oct '11 - Sep 12	Budget	\$ Over Budget	% of Budget
4000-00 - AIRCARRIER				
4000-01 - Aircarrier - Lease Space	84,520.44	84,600.00	-79.56	99.9%
4000-02 - Aircarrier - Landing Fees	77,637.05	96,500.00	-18,862.95	80.5%
4000-03 - Aircarrier - Gate Fees	1,200.00	1,200.00	0.00	100.0%
4000-04 - Aircarrier - Utility Fees	7,714.82	7,600.00	114.82	101.5%
4010-05 - Aircarrier -11 PFC Application	131,605.51	205,000.00	-73,394.49	64.2%
Total 4000-00 - AIRCARRIER	302,677.82	394,900.00	-92,222.18	76.6%
4020-00 - TERMINAL AUTO PARKING REVENUE				
4020-01 - Automobile Parking - Terminal	70,711.27	92,500.00	-21,788.73	76.4%
Total 4020-00 - TERMINAL AUTO PARKING REVENUE	70,711.27	92,500.00	-21,788.73	76.4%
4030-00 - AUTO RENTAL REVENUE				
4030-01 - Automobile Rental - Commission	344,952.69	312,000.00	32,952.69	110.6%
4030-02 - Automobile Rental - Counter	7,506.26	7,500.00	6.26	100.1%
4030-03 - Automobile Rental - Auto Prkg	29,080.00	28,000.00	1,080.00	103.9%
4030-04 - Automobile Rental - Utilities	350.28	500.00	-149.72	70.1%
Total 4030-00 - AUTO RENTAL REVENUE	381,889.23	348,000.00	33,889.23	109.7%
4040-00 - TERMINAL CONCESSION REVENUE				
4040-01 - Terminal Shops - Commission	1,244.76	3,500.00	-2,255.24	35.6%
4040-02 - Terminal Shops - Lease Space	6,486.78	8,300.00	-1,813.22	78.2%
4040-03 - Terminal Shops - Utility Fees	525.31	725.00	-199.69	72.5%
4040-10 - Advertising - Commission	28,639.50	33,000.00	-4,360.50	86.8%
4040-12 - Terminal ATM	59.90			
Total 4040-00 - TERMINAL CONCESSION REVENUE	36,956.25	45,525.00	-8,568.75	81.2%
4050-00 - FBO REVENUE				
4050-01 - FBO - Lease Space	222,952.03	223,220.00	-267.97	99.9%
4050-02 - FBO - Tiedown Fees	229,507.30	193,000.00	36,507.30	118.9%
4050-03 - FBO - Landing Fees - Trans.	208,243.24	197,000.00	11,243.24	105.7%
4050-04 - FBO - Commission	14,336.82	17,000.00	-2,663.18	84.3%
Total 4050-00 - FBO REVENUE	675,039.39	630,220.00	44,819.39	107.1%
4060-00 - FUEL FLOWAGE REVENUE				
4060-01 - Fuel Flowage - FBO	177,286.50	168,600.00	8,686.50	105.2%
Total 4060-00 - FUEL FLOWAGE REVENUE	177,286.50	168,600.00	8,686.50	105.2%
4070-00 - TRANSIENT LANDING FEES REVENUE				
4070-02 - Landing Fees - Non-Comm/Gov't	208.98	500.00	-291.02	41.8%
Total 4070-00 - TRANSIENT LANDING FEES REVENUE	208.98	500.00	-291.02	41.8%
4080-00 - HANGARS REVENUE				
4080-01 - Land Lease - Hangar	471,533.08	477,512.00	-5,978.92	98.7%
4080-02 - Land Lease - Hangar/Trans. Fee	5,035.26			
4080-03 - Land Lease - Hangar/Utilities	1,344.23	1,300.00	44.23	103.4%
4080-20 - Land Lease - Government Revenue	7,044.52			
Total 4080-00 - HANGARS REVENUE	484,957.09	478,812.00	6,145.09	101.3%
4090-00 - TIEDOWN PERMIT FEES REVENUE				
4090-01 - Tiedown Permit Fees (FMA)	15,929.22	30,000.00	-14,070.78	53.1%
4090-02 - Tiedown - Gov. Fire Support	0.00	5,000.00	-5,000.00	0.0%
Total 4090-00 - TIEDOWN PERMIT FEES REVENUE	15,929.22	35,000.00	-19,070.78	45.5%

ATTACHMENT #9
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Accrual Basis

Friedman Memorial Airport
Profit & Loss Budget vs. Actual(Combined '12)
 October 2011 through September 2012

	Oct '11 - Sep 12	Budget	\$ Over Budget	% of Budget
4100-00 - POSTAL CARRIERS REVENUE				
4100-01 - Postal Carriers - Landing Fees	8,533.46	8,900.00	-366.54	95.9%
4100-02 - Postal Carriers - Tiedown	2,970.00			
Total 4100-00 - POSTAL CARRIERS REVENUE	11,503.46	8,900.00	2,603.46	129.3%
4110-00 - MISCELLANEOUS REVENUE				
4110-06 - Misc. - Security-Prox. Cards	25,130.00	25,000.00	130.00	100.5%
4110-09 - Miscellaneous Expense Reimburse	7,334.89			
Total 4110-00 - MISCELLANEOUS REVENUE	32,464.89	25,000.00	7,464.89	129.9%
4120-00 - GROUND TRANSP. PERMIT REVENUE				
4120-01 - Ground Transportation Permit	12,400.00	25,000.00	-12,600.00	49.6%
4120-02 - GTSP - Trip Fee	2,810.17			
Total 4120-00 - GROUND TRANSP. PERMIT REVENUE	15,210.17	25,000.00	-9,789.83	60.8%
4400-00 - TSA				
4400-01 - LEO Expense Reimbursement	116,472.04	135,000.00	-18,527.96	86.3%
4400-02 - Terminal Lease	9,053.64			
Total 4400-00 - TSA	125,525.68	135,000.00	-9,474.32	93.0%
4500-00 - IDAHO STATE GRANT PROGRAM REV.				
4500-12 - SUN-12	20,000.00	20,000.00	0.00	100.0%
Total 4500-00 - IDAHO STATE GRANT PROGRAM REV.	20,000.00	20,000.00	0.00	100.0%
4520-00 - INTEREST INCOME				
4520-05 - Interest Income - '11 PFC	218.48			
4600-00 - Interest Income - General	11,358.44	14,000.00	-2,641.56	81.1%
Total 4520-00 - INTEREST INCOME	11,576.92	14,000.00	-2,423.08	82.7%
4702-00 - AIP 02 New Airpt. EIS Phs. II	0.00	100,000.00	-100,000.00	0.0%
4702-01 - AIP 02				
Total 4702-00 - AIP 02 New Airpt. EIS Phs. II	0.00	100,000.00	-100,000.00	0.0%
4703-00 - AIP 03 FMA/FAA				
4703-01 - AIP 03	0.00	40,000.00	-40,000.00	0.0%
Total 4703-00 - AIP 03 FMA/FAA	0.00	40,000.00	-40,000.00	0.0%
4704-00 - AIP 04-New Arpt. EIS-Phs.III/IV				
4704-01 - AIP '04 - FAA	73,625.00	1,000,000.00	-926,375.00	7.4%
Total 4704-00 - AIP 04-New Arpt. EIS-Phs.III/IV	73,625.00	1,000,000.00	-926,375.00	7.4%
4705-00 - AIP 05-New Arpt. EIS-Phs.				
4705-01 - AIP '05 - FAA	0.00	1,000,000.00	-1,000,000.00	0.0%
Total 4705-00 - AIP 05-New Arpt. EIS-Phs.	0.00	1,000,000.00	-1,000,000.00	0.0%
4706-00 - AIP 06-New Arpt. EIS-Phs.				
4706-01 - AIP 06-New Arpt. EIS-Phs.	0.00	1,000,000.00	-1,000,000.00	0.0%
Total 4706-00 - AIP 06-New Arpt. EIS-Phs.	0.00	1,000,000.00	-1,000,000.00	0.0%

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Accrual Basis

Friedman Memorial Airport
Profit & Loss Budget vs. Actual(Combined '12)
October 2011 through September 2012

	Oct '11 - Sep '12	Budget	\$ Over Budget	% of Budget
4737-00 - AIP 37				
4737-01 - AIP '37 - FMA Altern. Analysis	58,315.00	500,000.00	-441,685.00	11.7%
Total 4737-00 - AIP 37	58,315.00	500,000.00	-441,685.00	11.7%
Total Income	2,493,876.87	6,061,957.00	-3,568,080.13	41.1%
Gross Profit	2,493,876.87	6,061,957.00	-3,568,080.13	41.1%

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Accrual Basis

Friedman Memorial Airport
Profit & Loss Budget vs. Actual(Combined '12)
 October 2011 through September 2012

Expense	Oct '11 - Sep 12	Budget	\$ Over Budget	% of Budget
EXPENDITURES				
"A" EXPENSES				
5000-01 . Salaries - Airport Manager	127,402.80	127,403.00	-0.20	100.0%
5010-00 . Salaries -Contracts/Finance Adm	85,930.00	82,500.00	3,430.00	104.2%
5010-01 . Salaries - Office Assist.	164,100.68	159,195.91	4,904.77	103.1%
5020-00 . Salaries - ARFF/OPS Chief	83,920.56	82,500.00	1,420.56	101.7%
5030-00 . Salaries - ARFF/OPS Specialist	301,328.21	294,193.00	7,135.21	102.4%
5040-00 . Salaries-ASC/Sp.Prjct/Ex. Assi	58,829.83	57,523.00	1,306.83	102.3%
5050-00 . Salaries - Temp.	9,670.50	15,000.00	-5,329.50	64.5%
5050-02 . Salaries - Merit Increase	0.00	14,816.45	-14,816.45	0.0%
5060-01 . Overtime - General	0.00	2,000.00	-2,000.00	0.0%
5060-02 . Overtime - Snow Removal	9,027.44	10,000.00	-972.56	90.3%
5060-04 . OT - Security	0.00	2,500.00	-2,500.00	0.0%
5070-05 . Compensated Absenses Accrued	14,955.75			
5100-00 . Retirement	97,111.28	98,410.00	-1,298.72	98.7%
5110-00 . Social Security/Medicare	61,493.88	64,843.80	-3,349.92	94.8%
5120-00 . Life Insurance	2,037.67	2,000.00	37.67	101.9%
5130-00 . Medical Insurance	139,796.40	155,000.00	-15,203.60	90.2%
5160-00 . Workman's Compensation	13,613.00	15,000.00	-1,387.00	90.8%
Total "A" EXPENSES	1,169,218.00	1,182,885.16	-13,667.16	98.8%
"B" EXPENDITURES				
"B" EXPENSES - ADMINISTRATIVE				
6000-00 . TRAVEL EXPENSE				
6000-01 . Travel	4,850.08	15,000.00	-10,149.92	32.3%
6000-02 . Travel - GSA	988.00			
Total 6000-00 . TRAVEL EXPENSE	5,838.08	15,000.00	-9,161.92	38.9%
6010-00 . SUPPLIES/EQUIPMENT EXPENSE				
6010-01 . Supplies - Office	13,341.50	13,500.00	-158.50	98.8%
6010-03 . Supplies - Computer	1,437.45			
Total 6010-00 . SUPPLIES/EQUIPMENT EXPENSE	14,778.95	13,500.00	1,278.95	109.5%
6020-00 . INSURANCE				
6020-01 . Insurance - Liability	16,500.00	18,500.00	-2,000.00	89.2%
6020-02 . Insurance - Public Officials	12,958.00	13,600.00	-642.00	95.3%
6020-03 . Insurance-Bldg/Unlic.Veh./Prop	25,834.00	29,600.00	-3,766.00	87.3%
6020-04 . Insurance - Licensed Vehicles	5,503.00	5,900.00	-397.00	93.3%
6020-05 . Insurance - Crime	278.00	550.00	-272.00	50.5%
Total 6020-00 . INSURANCE	61,073.00	68,150.00	-7,077.00	89.6%
6030-00 . UTILITIES				
6030-01 . Utilities - Gas/Terminal	6,132.45	13,000.00	-6,867.55	47.2%
6030-02 . Utilities - Gas/Maintenance	4,695.24	8,500.00	-3,804.76	55.2%
6030-03 . Utilities - Elect/Runway&PAPI	6,191.81	6,000.00	191.81	103.2%
6030-04 . Utilities - Elec./Office/Maint.	10,739.13	9,000.00	1,739.13	119.3%
6030-05 . Utilities - Electric/Terminal	9,474.49	7,500.00	1,974.49	126.3%
6030-06 . Utilities - Telephone	14,337.89	17,000.00	-2,662.11	84.3%
6030-07 . Utilities - Water	626.60	1,200.00	-573.40	52.2%
6030-08 . Utilities - Garbage Removal	8,125.67	6,000.00	2,125.67	135.4%
6030-09 . Utilities - Sewer	1,400.88	1,500.00	-99.12	93.4%
6030-10 . Utilities - Elec./Sewer	496.23	500.00	-3.77	99.2%
6030-11 . Utilities - Electric/Tower	4,615.37	4,000.00	615.37	115.4%
6030-15 . Utilities - Elec/AWOS	742.06	900.00	-157.94	82.5%
6030-16 . Utilities - Elec. Wind Cone	125.88	210.00	-84.32	59.8%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual(Combined '12)
 October 2011 through September 2012

	Oct '11 - Sep 12	Budget	\$ Over Budget	% of Budget
6030-17 · Utilities - Elec.- Rosenberg	60.82			
6040-01 · Service Provider - Weather	2,484.00	2,500.00	-16.00	99.4%
6040-02 · Service Provider - Term. Music	832.56	1,000.00	-167.44	83.3%
6040-03 · Service Provider - Internet/ISP	5,228.19	7,000.00	-1,771.81	74.7%
6040-04 · Service Provider - AWOS NADN	0.00	8,000.00	-8,000.00	0.0%
6040-05 · Service Provider - ISP/Terminal	2,122.95			
Total 6030-00 · UTILITIES	78,432.02	93,810.00	-15,377.98	83.6%
6050-00 · PROFESSIONAL SERVICES				
6050-01 · Professional Services - Legal	22,921.20	27,500.00	-4,578.80	83.3%
6050-02 · Professional Services - CPA	24,652.72	24,000.00	652.72	102.7%
6050-03 · Professional Services - Engineer	4,707.87	27,000.00	-22,292.13	17.4%
6050-04 · Professional Services - ARFF	4,000.00	4,000.00	0.00	100.0%
6050-05 · Professional Services - Gen.	22,065.96			
6050-07 · Professional Services - Archite	0.00	1,000.00	-1,000.00	0.0%
6050-08 · Professional Services - Securit	5,225.00	4,000.00	1,225.00	130.6%
6050-10 · Prof. Svcs.-IT/Comp. Support	10,605.00	12,000.00	-1,395.00	88.4%
6050-11 · Professional Services - Wildlif	528.00	2,000.00	-1,472.00	26.4%
6050-13 · Prof. Serv.-Website Des.& Maint	460.00			
6050-14 · Professional Services - EA	64,541.67			
Total 6050-00 · PROFESSIONAL SERVICES	159,707.42	101,500.00	58,207.42	157.3%
6060-00 · MAINTENANCE-OFFICE EQUIPMENT				
6060-01 · Maint.-Office Equip./Gen.	271.99	10,000.00	-9,728.01	2.7%
6060-02 · Maintenance - Computer	421.86			
6060-04 · Maintenance - Copier	4,009.89			
6060-05 · Maintenance - Phone	456.68			
Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT	5,160.42	10,000.00	-4,839.58	51.6%
6070-00 · RENT/LEASE OFFICE EQUIPMENT				
6070-02 · Rent/Lease - Postage Meter	1,255.21	1,500.00	-244.79	83.7%
6070-03 · Rent/Lease - Copier	462.00			
Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT	1,717.21	1,500.00	217.21	114.5%
6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E				
6080-01 · Dues/Memberships/Publications	14,965.22	15,000.00	-34.78	99.8%
6080-02 · Membership - Internet/Website	44.98			
6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E - Other	217.19			
Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E	15,227.39	15,000.00	227.39	101.5%
6090-00 · POSTAGE				
6090-01 · Postage/Courier Service	1,802.47	2,700.00	-897.53	66.8%
Total 6090-00 · POSTAGE	1,802.47	2,700.00	-897.53	66.8%
6100-00 · EDUCATION/TRAINING				
6100-01 · Education/Training - Admin.	2,353.00			
6100-02 · Education/Training - OPS	229.60	30,000.00	-27,647.00	7.8%
6100-03 · Education/Training - ARFF	7,037.29			
6100-05 · Education - Neighborl Flight	11,982.33			
6100-06 · Education - Security	525.00			
Total 6100-00 · EDUCATION/TRAINING	22,127.22	30,000.00	-7,872.78	73.8%

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Accrual Basis

Friedman Memorial Airport
Profit & Loss Budget vs. Actual(Combined '12)
 October 2011 through September 2012

	Oct '11 - Sep 12	Budget	\$ Over Budget	% of Budget
6110-00 - CONTRACTS				
6110-01 - Contracts - General	600.00			
6110-02 - Contracts - FMAA	33,600.00	24,000.00	9,600.00	140.0%
6110-03 - Contracts - SVA/Fee Collection	58,800.00	58,800.00	0.00	100.0%
6110-04 - Contracts - COH LEO	160,291.55	145,000.00	15,291.55	110.5%
6110-05 - Contracts - Janitorial	0.00	10,000.00	-10,000.00	0.0%
6110-06 - Electronic Filing System	13,800.00	13,800.00	0.00	100.0%
6110-08 - Contracts - Eccles Tree Lights	30,000.00	30,000.00	0.00	100.0%
6110-09 - Contracts - Website	750.00	750.00	0.00	100.0%
6110-10 - Online Email Server Access	615.81			1.7%
6110-11 - Contracts -Security CMS	19,545.78	36,000.00	-35,384.19	
Total 6110-00 - CONTRACTS	318,003.14	318,350.00	-346.86	99.9%
6120-00 - PERMITS				
6120-01 - Permits - General	100.00			
Total 6120-00 - PERMITS	100.00			
6130-00 - MISCELLANEOUS EXPENSES				
6130-01 - Misc. - General	7,840.93	6,500.00	1,340.93	120.6%
6130-04 - Misc. Green Program	0.00	2,500.00	-2,500.00	0.0%
6140-00 - Bank Fees	908.93			
Total 6130-00 - MISCELLANEOUS EXPENSES	8,749.86	9,000.00	-250.14	97.2%
Total "B" EXPENSES - ADMINISTRATIVE	692,717.18	678,510.00	14,207.18	102.1%
"B" EXPENSES - OPERATIONAL				
6500-00 - SUPPLIES/EQUIPMENT-ARFF/OPERATI				
6500-01 - Supplies/Equipment - General	1,516.11			
6500-02 - Supplies/Equipment - Tools	3,429.78	10,000.00	-8,483.89	15.2%
6500-03 - Supplies/Equipment - Clothing	1,247.60			
6500-04 - Supplies/Equipment - Janitorial	12,431.72			
6500-05 - Supplies/Equipment - Deice	28,945.00	35,000.00	-6,055.00	82.7%
6500-06 - Supplies/Equipment - ARFF	4,616.30	5,000.00	-383.70	92.3%
Total 6500-00 - SUPPLIES/EQUIPMENT-ARFF/OPERATI	52,186.51	50,000.00	2,186.51	104.4%
6510-00 - FUEL/LUBRICANTS				
6510-01 - Fuel/Lubricants - General	179.50	50,000.00	-49,820.50	0.4%
6510-02 - Fuel	35,872.84			
Total 6510-00 - FUEL/LUBRICANTS	36,052.34	50,000.00	-13,947.66	72.1%
6520-00 - VEHICLES/MAINTENANCE				
6520-01 - R/M Equipment - General	5,994.31			
6520-02 - R/M Equip. '93 Schmidt Snow	1,778.06	27,000.00	-21,005.69	22.2%
6520-04 - R/M Equip. '84 Chevy Plow Truck	8.00			
6520-08 - R/M Equip. - '96 Tiger Tractor	4,671.92			
6520-09 - R/M Equip. - '96 Oshkosh Swp.	3,562.10			
6520-11 - R/M Equip. - '89 J. Deere Ldr.	171.49			
6520-17 - R/M Equip. '01 Case 921 Ldr.	104.05			
6520-18 - R/M Equip. - '97 Chevy Blazer	22.46			
6520-19 - R/M Equip. '02 Ford F-150 PU	1,050.99			
6520-20 - R/M Equip. - '02 Kodiak Blower	37.98			
6520-23 - R/M Equip. - '97 Ford Exped.	175.25			
6520-24 - R/M Equip. - '01 Ford F-250	533.35			
6520-25 - R/M Equip. - '04 Batts De-Ice	9.73			
6520-29 - R/M Equip.- 2010 Wausau Plow	3,793.97			

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11/19/12

Accrual Basis

Friedman Memorial Airport
Profit & Loss Budget vs. Actual(Combined '12)
 October 2011 through September 2012

	Oct '11 - Sep 12	Budget	\$ Over Budget	% of Budget
6520-30 · R/M Equip.-'05 Ford F-350	487.50			
6520-31 · R/M Equip. - Oshkosh Blower	65.98			
Total 6520-00 · VEHICLES/MAINTENANCE	22,467.14	27,000.00	-4,532.86	83.2%
6530-00 · ARFF MAINTENANCE				
6530-01 · ARFF Maint. General	2,257.10	5,000.00	-2,742.90	45.1%
6530-04 · ARFF Maint. - Radios	202.38			
6530-05 · ARFF MAINT. - '03 E-One	16.97			
Total 6530-00 · ARFF MAINTENANCE	2,476.45	5,000.00	-2,523.55	49.5%
6540-00 · REPAIRS/MAINTENANCE - BUILDING				
6540-01 · R/M Bldg. - General	1,069.40	29,000.00	-27,930.60	3.7%
6540-02 · R/M Bldg. - Terminal	17,315.90			
6540-03 · R/M Bldg. - Shop	4,758.51			
6540-05 · R/M Bldg. - Manager's Bldg.	1,093.32			
6540-07 · R/M Bldg. - Tower	8,367.22			
Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING	32,604.35	29,000.00	3,604.35	112.4%
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	6,882.07			
6550-04 · R/M - Lights	16,095.43			
6550-05 · R/M - Grounds	3,776.55			
Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE	26,754.05	15,000.00	11,754.05	178.4%
6560-00 · SECURITY EXPENSE				
6560-01 · Security	25,231.19	20,000.00	5,231.19	126.2%
Total 6560-00 · SECURITY EXPENSE	25,231.19	20,000.00	5,231.19	126.2%
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU				
6570-01 · R/M Aeronautical Equip - NDB/DME	8,400.00	22,000.00	-13,600.00	38.2%
6570-02 · R/M Aeronautical Equip. - Tower	4,463.15			
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	11,400.00			
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU	24,263.15	22,000.00	2,263.15	110.3%
Total "B" EXPENSES - OPERATIONAL	222,035.18	218,000.00	4,035.18	101.9%
Total "B" EXPENDITURES	914,752.36	896,510.00	18,242.36	102.0%
"C" EXPENSES				
7000-00 · MISC. CAPITAL EXPENDITURES				
7000-01 · Contingency	0.00	20,000.00	-20,000.00	0.0%
7000-04 · Office Equip.-Telephone	7,590.50	8,000.00	-409.50	94.9%
7000-05 · Computer Equipment/Software	11,349.00	12,000.00	-651.00	94.6%
7000-08 · ATC Equipment	-336.99			
7000-33 · Passenger Terminal Carpet	83,796.73	50,000.00	33,796.73	167.6%
7000-34 · Security Upgrades/Equipment	95.00	14,500.00	-14,405.00	0.7%
Total 7000-00 · MISC. CAPITAL EXPENDITURES	102,494.24	104,500.00	-2,005.76	98.1%
7500-00 · IDAHO STATE GRANT PROGRAM				
7500-11 · '11 ITD (SUN-11 ITD/FMA)	21,989.48	40,000.00	-15,658.33	60.9%
7500-12 · '12 ITD (SUN-12 ITD/FMA)	24,341.67			
Total 7500-00 · IDAHO STATE GRANT PROGRAM	46,331.15	40,000.00	6,331.15	115.8%

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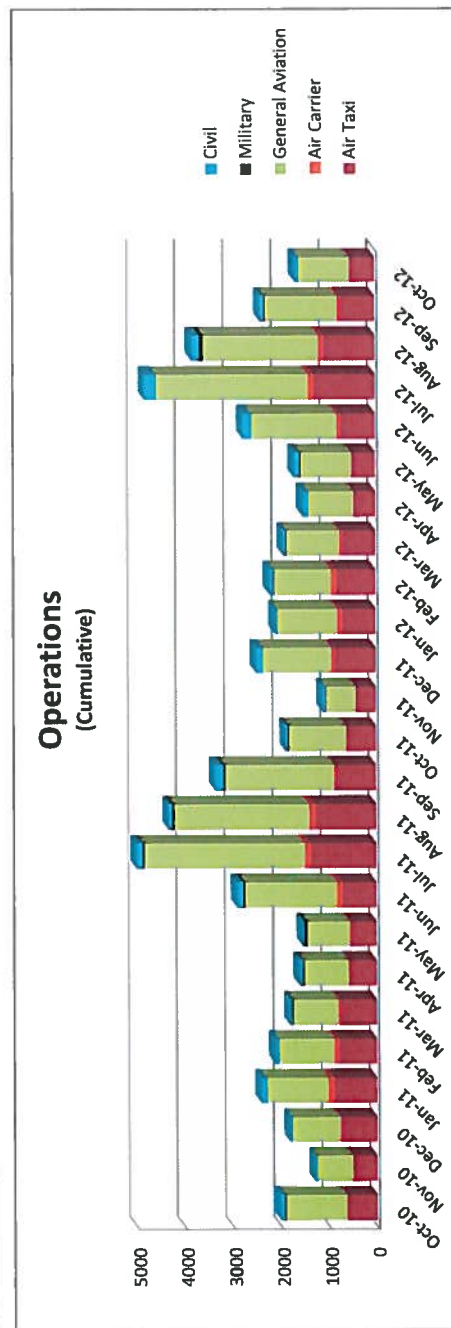
Accrual Basis

Friedman Memorial Airport
Profit & Loss Budget vs. Actual(Combined '12)
 October 2011 through September 2012

	Oct '11 - Sep 12	Budget	\$ Over Budget	% of Budget
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	77,500.00	1,052,632.00	-975,132.00	7.4%
7504-02 . AIP '04 - Non-eligible	750.00			
Total 7504-00 . AIP 04 EXPENSE	78,250.00	1,052,632.00	-974,382.00	7.4%
7505-00 . AIP '05 EXPENSE				
7505-01 . AIP '05-New Arpt. EIS-Phs.	0.00	1,052,632.00	-1,052,632.00	0.0%
Total 7505-00 . AIP '05 EXPENSE	0.00	1,052,632.00	-1,052,632.00	0.0%
7506-00 . AIP '06 EXPENSE				
7506-01 . AIP '06-New Arpt. EIS-Phs.	0.00	1,052,632.00	-1,052,632.00	0.0%
Total 7506-00 . AIP '06 EXPENSE	0.00	1,052,632.00	-1,052,632.00	0.0%
7537-00 . AIP '37 EXPENSE				
7537-01 . AIP '37 - FMA Altern. Analysis	62,203.00	526,316.00	-464,113.00	11.8%
Total 7537-00 . AIP '37 EXPENSE	62,203.00	526,316.00	-464,113.00	11.8%
8000-00 . Replacement Airport				
8000-01 . EIS Project Formulation	1,625.28			
8000-02 . Project Manager	0.00	50,000.00	-50,000.00	0.0%
8000-03 . Financial	0.00	50,000.00	-50,000.00	0.0%
8000-04 . Public Outreach	57,032.03	60,000.00	-2,967.97	95.1%
8000-05 . Current Site Master Plan	2,342.68			
8000-06 . Legal	7,090.69	50,000.00	-42,909.31	14.2%
8000-07 . General	135,421.43	200,000.00	-64,578.57	67.7%
8000-00 . Replacement Airport - Other	114.00			
Total 8000-00 . Replacement Airport	203,626.11	410,000.00	-206,373.89	49.7%
9000-00 . PFC EXPENSE				
9000-02 . PFC'11 - ATCT Switching System	131,843.01			
9000-03 . PFC '12 - SRE Equipm./Sec. Impr	29,638.96			
Total 9000-00 . PFC EXPENSE	161,481.97			
Total "C" EXPENSES	654,386.47	4,386,082.00	-3,731,695.53	14.9%
Total EXPENDITURES				
Total Expense	2,738,356.83	6,465,477.16	-3,727,120.33	42.4%
Net Ordinary Income	2,738,356.83	6,465,477.16	-3,727,120.33	42.4%
	-244,479.96	-403,520.16	159,040.20	60.6%
Net Income	-244,479.96	-403,520.16	159,040.20	60.6%

ATCT Traffic Operations Record													
Month	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
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	2015
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	2014
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	
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	
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	
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	
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	
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	
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	
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	
November	3,082	2,698	2,599	2,749	2,260	2,912	2,892	1,670	1,901	1,309	1,114		
December	3,401	2,805	3,247	3,227	2,722	3,834	2,699	1,848	2,272	1,811	2,493		
Totals	50,858	55,897	44,739	45,032	43,607	43,002	50,712	33,836	31,699	32,350	30,555	24,878	

ATCT Operations Change (current month vs. same month last year)			
	2012	2011	% Change
Air Taxi	532	620	-14%
Air Carrier	0	0	0%
General Aviation	1,052	1,194	-12%
Military	2	18	-89%
Civil	72	54	33%
Total	1658	1886	-12%



2012 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-12	2,859	73	2,932	2,660	10%	2,326	69	2,395	3,072	-22%	5,327	5,732	-7.1%
Feb-12	2,782	57	2,839	2,419	17%	2,161	104	2,265	2,791	-19%	10,431	10,942	-4.7%
Mar-12	2,598	88	2,686	1,466	83%	2,749	78	2,827	3,095	-9%	15,944	15,503	2.8%
Apr-12	0	0	0	0	0%	2,068	83	2,151	2,366	-9%	18,095	17,869	1.3%
May-12	0	0	0	302	-100%	1,858	116	1,974	2,050	-4%	20,069	20,221	-0.8%
Jun-12	1,336	90	1,426	2,012	-29%	2,468	90	2,558	2,488	3%	24,053	24,721	-2.7%
Jul-12	3,472	91	3,563	3,455	3%	3,520	142	3,662	4,213	-13%	31,278	32,389	-3.4%
Aug-12	3,304	44	3,348	3,873	-14%	3,894	90	3,984	4,754	-16%	38,610	41,016	-5.9%
Sep-12	1,568	45	1,613	508	218%	3,045	131	3,176	3,604	-12%	43,399	45,128	-3.8%
Oct-12	0	0	0	0	0%	2,576	107	2,683	2,626	2%	46,082	47,754	-3.5%
Totals	17,919	488	18,407	17,865	3%	26,665	1,010	27,675	34,774	-20%			

Legend for Chart:

Y-T-D = Year-To-Date

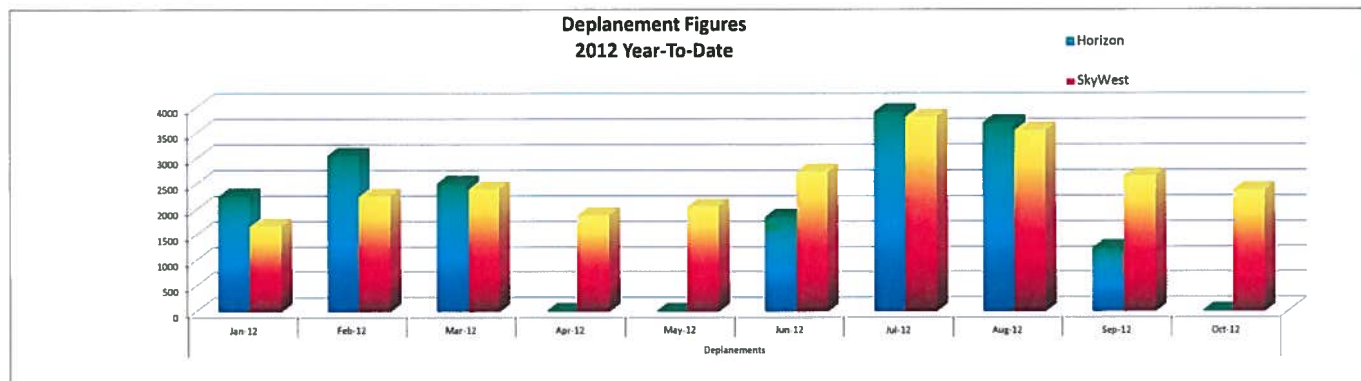
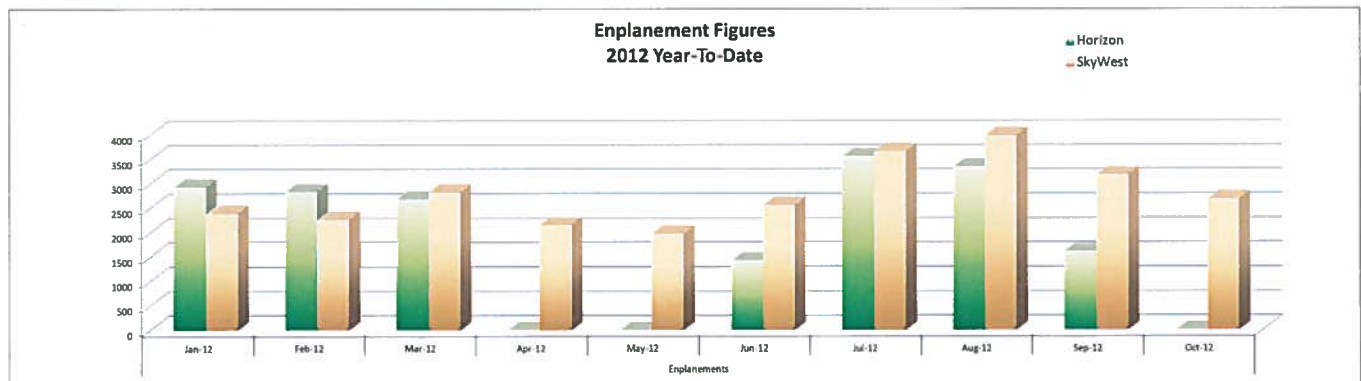
Y-T-Y = Year-To-Year

2012 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-12	2,188	71	2,259	1,933	17%	1,604	75	1,679	2,123	-21%	3,938	4,056	-2.9%
Feb-12	3,002	59	3,061	2,464	24%	2,172	88	2,260	2,666	-15%	9,259	9,186	0.8%
Mar-12	2,428	78	2,506	1,422	76%	2,335	69	2,404	2,878	-16%	14,169	13,486	5.1%
Apr-12	0	0	0	0	0%	1,813	78	1,891	1,868	1%	16,060	15,354	4.6%
May-12	0	0	0	274	-100%	1,959	98	2,057	2,266	-9%	18,117	17,894	1.2%
Jun-12	1,760	94	1,854	2,360	-21%	2,653	86	2,739	3,028	-10%	22,710	23,282	-2.5%
Jul-12	3,821	90	3,911	3,709	5%	3,672	147	3,819	4,494	-15%	30,440	31,485	-3.3%
Aug-12	3,629	71	3,700	3,662	1%	3,448	102	3,550	4,327	-18%	37,690	39,474	-4.5%
Sep-12	1,195	41	1,236	461	168%	2,547	116	2,663	3,075	-13%	41,589	43,010	-3.3%
Oct-12	0	0	0	0	0%	2,286	92	2,378	2,248	6%	43,967	45,258	-2.9%
Totals	18,023	504	18,527	18,334	1%	24,489	951	25,440	33,530	-24%			

Legend for Chart:

Y-T-D = Year-To-Date

Y-T-Y = Year-To-Year



Friedman Memorial Airport
October 2012

2012 Seat Occupancy

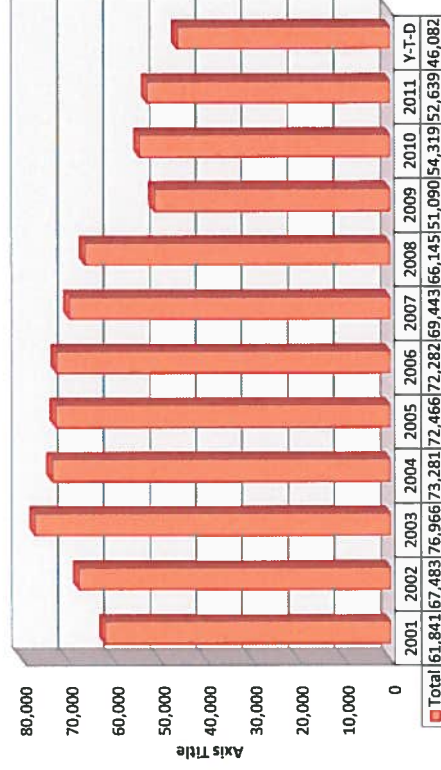
	Horizon			SkyWest			Seat Occupancy Monthly Percentages				Seat Occupancy Annual Totals	
	Departure Flights	Seats Occupied	Percent Occupied	Departure Flights	Seats Occupied	Percent Occupied	Current Month Total % Occupied	Prior Month Total % Occupied	M-T-M % Change	Y-T-D % Occupied	Current Total Seats Y-T-D	Prior Total Seats Y-T-D
Jan-12	57	3,990	73%	109	3,270	73%	73%	66%	11%	73.4%	7,260	8,660
Feb-12	41	2,870	99%	126	3,780	60%	77%	66%	16%	75.0%	13,910	16,530
Mar-12	48	3,360	80%	122	3,660	77%	79%	71%	11%	76.2%	20,930	22,950
Apr-12	0	0	0%	90	2,700	80%	80%	61%	30%	76.6%	23,630	26,820
May-12	0	0	0%	91	2,730	72%	72%	48%	49%	76.1%	26,360	31,680
Jun-12	36	2,520	57%	133	3,990	64%	61%	46%	32%	73.2%	32,870	41,400
Jul-12	62	4,340	82%	184	5,520	66%	73%	70%	5%	73.2%	42,730	52,370
Aug-12	59	4,130	81%	171	5,130	78%	79%	79%	1%	74.3%	51,990	63,340
Sep-12	32	2,240	72%	131	3,930	81%	78%	74%	5%	74.6%	58,160	68,910
Oct-12	0	0	0%	120	3,600	75%	75%	72%	3%	74.6%	61,760	72,540
Totals	335	23,450	78%	1,277	38,310							
70 Seats per plane			30 Seats per plane			Legend: Y-T-D = Year-To-Date Y-T-Y = Year-To-Year						

Note: 2010 Deployments

2012 Seat Occupancy



Historical Enplanment Comparison
2002 - Year to Date



Rick Baird

From: Barbara Cook <barbara.cook@aaaee.org>
Sent: Tuesday, October 30, 2012 4:17 PM
To: Rick Baird
Subject: Airport Report Today, October 31, 2012


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TOP STORIES IN THIS ISSUE

VOL. III, NUMBER 87

Hurricane Sandy Snarls Air Traffic Nationwide	Environmental Management Conference Held
San Antonio Begins Terminal Renovations	Richard Cloutier, C.M., Named To USCTA Policy Board
Alaska Air Group Posts Quarterly Profit	ANTN Dicast Offers Pay-Per-View Solution
More Than 300 Delegates Attend NAC	Did You Know

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Hurricane Sandy Snarls Air Traffic Nationwide

East Coast airports affected by Hurricane Sandy were involved Tuesday in cleanup operations as the airlines began rescheduling flights.

On Tuesday morning, the Port Authority of New York and New Jersey reported that Kennedy International, Newark Liberty International, LaGuardia and Teterboro airports were closed. Stewart International was open at that time, but the port authority noted that air carriers had suspended operations until further notice. Rail service on AirTrain JFK and AirTrain Newark is suspended until further notice, the port authority said.

Some flight operations at Philadelphia International Airport were to resume Tuesday afternoon. Service was expected to be limited. According to the airport, its parking lots and roads were passable with no major flooding.

Airports in Washington, D.C., weathered Hurricane Sandy without damage or flooding, according to the Metropolitan Washington Airports Authority (MWAA). "While Dulles remains open, staffing is minimal, and airline flight cancellations continue into Tuesday morning," MWAA said. The airports authority added that it is likely many airlines will resume operations Wednesday.

FEATURED MEETING

AAAE Law Enforcement Officers (LEO) Training School
 December 5 - 7, 2012 | Greenville, SC

UPCOMING EVENTS

AAAE Airport Security Coordinator (ASC) School
 November 8, 2012 | Alexandria, VA
AAAE/SC Chapter AAAE Loretta Scott, A.A.E. Accreditation/Certification Academy
 November 11 - 17, 2012 | The Colony, TX
AAAE Basic Airport Safety and Operations Specialist School (ASOS)
 November 14 - 15, 2012 | Alexandria, VA
AAAE Runway Safety Summit
 December 2 - 4, 2012 | Baltimore, MD
USTDA Latin America & Caribbean Aviation Summit
 December 3 - 5, 2012 | Miami, FL
AAAE Law Enforcement Officers (LEO) Training School
 December 5 - 7, 2012 | Greenville, SC
AAAE Military/Civilian Joint Use Issues

A spokesperson for Baltimore/Washington International said the airport withstood the storm without significant damage or flooding. "The airfield and terminal remained open throughout the storm, though airlines cancelled all flights after Monday morning," according to the spokesperson. Very limited airline service was expected at the airport on Tuesday.

Boston Logan International reported that the after-effects of Hurricane Sandy continued to impact travel on Tuesday. Several airlines canceled "many flights" in and out of Logan on Tuesday, according to a spokesperson. The airport said it expected flight delays as well.

Conference

December 9 - 11, 2012 | Clearwater, FL

12th Annual AAAE/TSA/DHS Aviation Security Summit

December 10 - 11, 2012 | Arlington, VA

27th Annual Aviation Issues Conference

January 6 - 10, 2013 | Maui, HI

AAAE Airports and the Rental Car Industry Workshop

January 20 - 22, 2013 | San Diego, CA

San Antonio Begins Terminal Renovations

San Antonio International this week will launch an 18-month renovation project on its 30-year old Terminal A facility.

New finishes, infrastructure upgrades and modernized restrooms will provide a customer experience consistent with the airport's Terminal B, which opened in November 2010, according to the airport. The project also allows for access and queuing improvements to the TSA security checkpoint in the terminal. Estimated to cost \$35 million, work in the terminal will be phased and primarily will occur at night to limit interruption of service, the airport said. As work is completed in phases, sections of the concourse will re-open.

In addition to the Terminal A renovations, the airport will introduce new eateries. Host International will serve as the prime concessionaire, managing and operating restaurant and retail stores. Included in Host's contract are 10 food and beverage locations and seven retail stores.

Alaska Air Group Posts Quarterly Profit

Alaska Air Group reported third-quarter 2012 net income of \$163.4 million compared with \$77.5 million in 2011.

"We're very pleased to report the best quarterly profit in our history," Alaska Air Group CEO Brad Tilden said. "Our pretax profit margin was one of the best in the industry, and it was made possible by the great service our people provide, low fares, and strong demand. We recognize this is a difficult industry, but we're committed to working together to sustain this high level of performance in the quarters and years ahead."

More Than 300 Delegates Attend NAC

More than 300 delegates attended AAAE's F. Russell Hoyt National Airports Conference Oct. 21-23 in New Orleans, which was highlighted by keynote speakers Acting FAA Administrator Michael Huerta and Armstrong New Orleans International Director Iftikhar Ahmad.



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FAA To Start Trimming Procedures

November 4, 2012

*By Paul Bertorelli,
Editorial Director*

In a cost-cutting move, the FAA will soon announce a program to cancel approaches at some airports after several years of intense activity to provide procedures to airports that had been inaccessible in instrument weather. Sources told *AVweb* last week that a formal announcement of the program will come from the FAA in a few weeks. The FAA says it incurs flight check and obstacle survey costs for hundreds of approaches that are used very little, if at all.

The agency began deliberations on the cancellation program last week and has involved at least one alphabet, the National Association of State Aviation Officials. *AVweb's* checks with other industry groups, including AOPA and GAMA, generated no responses. The agency will reportedly develop criteria for approach cancellations by the end of the year.



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Study: Indiana airports provide state with significant economic boost

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Indianapolis International (above) and other Indiana airports get a total of about \$70 million in annual Federal Aviation Administration funds for projects, said Bart Giesler, of Aviation Association of Indiana / The Star 2008 file photo

Written by
Jeff Swiatek

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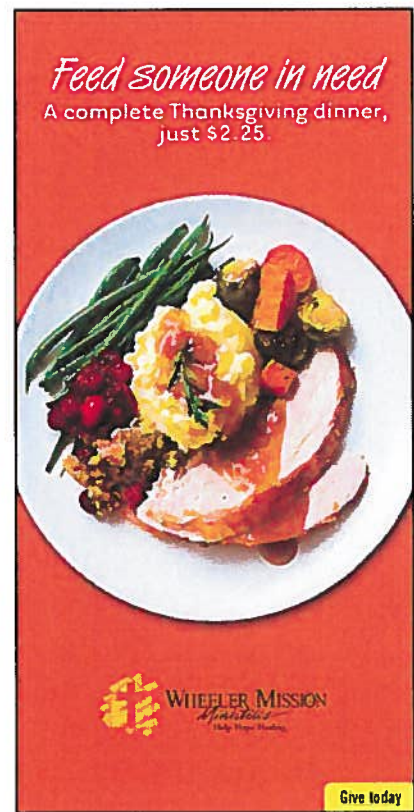
Turns out airports in Indiana are more than a place to hop a flight out of town, see an air show or skydive.

They're economic engines whose value has now been calculated.

A first-ever economic impact study of the state's 69 tax-funded airports found they account for nearly 70,000 jobs and more than \$14 billion in spending.

The state's four largest airports that have regular commercial passenger service are responsible for about half of those jobs and 70 percent of the spending. To put the 70,000 jobs in context, that number is equivalent to all the nurses and residential care employees in the state.

Released Tuesday, the study was done in part to give the airport industry in the state a way to prove its worth as it seeks to close a [funding](#) gap. Starting this year, the federal



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government has reduced the portion of airport capital projects funded by federal dollars to 90 percent from 95 percent, where it had stood since 2001.

That means the local share of airport projects, split between state government and the airport, will now double.

"As we go into a budget year, we want to make sure the legislature understands the importance of airports," said Bart Giesler, executive director of Aviation Association of Indiana, which co-sponsored the study with Conexus Indiana, a business promotional group for logistics and other industries.

The money the state gives airports for capital projects is relatively small, running about \$1.2 million a year. But the state share helps leverage substantial federal dollars, Giesler said. "If you can't match, you lose the federal money. I want to keep those dollars here."

The Federal Aviation Administration provides about \$3.1 billion for airport projects a year, and Indiana gets about \$70 million of that, Giesler said.

"These are not projects for whimsical things. They're for infrastructure, they're ramps, runways, instrument landing systems," said Andi Montgomery, owner of Montgomery Aviation, which operates Indianapolis Executive Airport, Frankfort Municipal and Grissom Aeroplex.

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Resorts dig deep for revenue guarantees to keep mountain flights

By Jason Bleivins
The Denver Post

POSTED: 11/12/2012 04:47:59 PM MST
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It wasn't just weak snow that pinched resort communities last winter. Rising fuel prices, airline woes and reticent vacationers forced resort towns like Steamboat, Telluride, Crested Butte and Vail to pay more to airlines for consistent flights into regional mountain airports.

This year, the guarantee payments remain steep, but a host of deals is fueling hopes that packed jets full of ski vacationers will fill resort coffers this winter. Some resort towns are working closely together to attract more airplane seats.

"We've been doing this for 25 years and we understand there will be ebbs and flows. Last year was an ebb but we have confidence this year will be more successful," said Rob Perlman, the vice president of marketing at Steamboat ski area who last year at this time was celebrating the passage of a local sales and use tax to fund Steamboat's airline guarantee program.

Steamboat this week announced a slew of discounted flights from 28 cities, including the eight cities that offer non-stop flights into Yampa Valley Airport. This year the program has fewer seats than last season - at 111,850 for the season, it's one of the lower totals in the last decade - but the resort is marketing heavily in core markets like Chicago, Los Angeles, Atlanta and Houston to fill those direct flights.

Crested Butte and Telluride this season will share the cost of jet service into nearby Montrose Regional Airport, in a unique partnership. They extended their ties on Monday, announcing a six-visit pass good for three days at each hill.

"Regionalization is coming," said Michael Marleton, chief of the Telluride Tourism Board, which joined Crested Butte Mountain Resort this fall on a \$650,000 revenue-guarantee deal with Allegiant Air bringing twice-weekly flights from Oakland and Phoenix into Montrose all winter. "To the extent that we on this side of the divide can start to come together, we are going to be able to do some great things."

The Telluride-Montrose Regional Air Organization deal with Allegiant adds 10,000 incoming seats to the region and makes Montrose one of the few mountain airports with a bump in arriving seats for the winter.

Last year, Telluride needed gap funding to meet rising revenue guarantees for major airlines flying into Montrose. Without the additional \$500,000 in funding, the number of arriving passengers was expected to drop by 25 percent, meaning 11,000 fewer visitors to Telluride and Montrose.

This year, Telluride-area tourism boosters **Has MS affected you?** to fund a revenue guarantee deal with Allegiant Air.

The Telluride-Montrose Regional Air Organization found a rare partner for the Allegiant Air program in Crested Butte Mountain Resort. While the Gunnison-Crested Butte Tourism Association and the Gunnison Valley Rural Transportation Authority declined to join the partnership, Crested Butte Mountain Resort saw the benefits of sharing flights into Montrose.



A jet takes off from Aspen's Sardy Field. Upward of 1,600 seats a day — on 20 to 25 direct flights a day from Denver, Chicago, Houston, Los Angeles and San Francisco — keeps a steady stream of vacationers pouring into the Roaring Fork Valley. (Associated Press file)

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Small airports gamble with revenue guarantees

November 13, 2012

AP

By ALAN SCHER ZAGIER, Associated Press

COLUMBIA, Mo. (AP) — Road-weary travelers forced to drive two hours to St. Louis or Kansas City to catch big-city flights were ecstatic when Delta Airlines announced plans to expand service at a regional airport in central Missouri.

University of Missouri officials in Columbia, where the airport is located in the heart of the state, eagerly awaited the new Columbia-Atlanta route. Their excitement was short-lived.

Weeks after city leaders boasted in mid-October about luring American Airlines to Columbia with a two-year, \$3 million revenue guarantee, Delta quickly decided to pull out of the market, saying it could no longer operate in Columbia at a competitive disadvantage. The Atlanta-based airliner held firm after Columbia floated a deal similar to its pact with American, partly because the city had first committed its available incentives to American.

From northern California to the Florida Keys, the airline courtship and subsequent break-up is both familiar and cautionary to local elected officials and business brokers who say that airlines are increasingly insisting on local government subsidies before they will expand service to smaller cities and rural areas.

"We wanted a level playing field," Delta spokesman Anthony Black said of the Columbia deal, which would have required the airliner to provide larger jets and wouldn't have started until 2014.

In Texas, Fort Worth-based American Airlines recently agreed to revive commercial service at the Jack Brooks Regional Airport in Nederland, which had been dormant since United Airlines closed its regional jet service, Colgan Airlines, over the summer. The return required a \$1.5 million guarantee from local governments in Port Arthur, Beaumont and other coastal Gulf of Mexico communities in a region where two larger airports sit just 90 miles away in Houston.

"I don't think it would have happened without" the guarantee, said Mark Rantala, executive director of the Nederland Economic Development Corp., which helped broker a deal that assures the airline at least receives minimum profits if it doesn't fill enough seats. "There are enough places where they can build traffic where they don't have to take the risk."

Rantala and his Missouri counterparts emphasized that their contracts differ from the taxpayer-backed federal guarantees under the national Essential Air Service program, which since 1978 has subsidized flights to more than 100 communities from Muscle Shoals, Ala., to Laramie, Wyo., along with dozens of remote Alaskan towns. Republicans in Congress last year targeted the program for elimination, but it survived budget negotiations.

Still, local boosters acknowledge the risk. Three hundred miles from Columbia, the University of Illinois quickly lost both money and air service after a 2011 deal with Vision Air for twice-weekly flights from Champaign-Urbana to Punta Gorda, Fla., collapsed at the university-operated regional airport. The flights were available for just three weeks.

Columbia Mayor Bob McDavid said the city was told by its airport consultant that a "\$1 million guarantee gets you on a list, \$2 million might get you a phone call and a \$3 million guarantee could get you a deal."

McDavid said the city has lost innumerable corporate investments due to its inadequate air service. Until 2010, when Delta added limited jet service through Memphis, Tenn., it had been a decade since Columbia passengers could travel on bigger planes on now-defunct Ozark Airlines, which offered flights to Chicago and Dallas.

The city is ponying up \$1.2 million toward the revenue shortfall fund, with the local Chamber of Commerce providing \$600,000 and county government another \$500,000. The University of Missouri is also shelling out \$500,000, with neighboring Cole County and Jefferson City, the state capital, each pledging \$100,000.

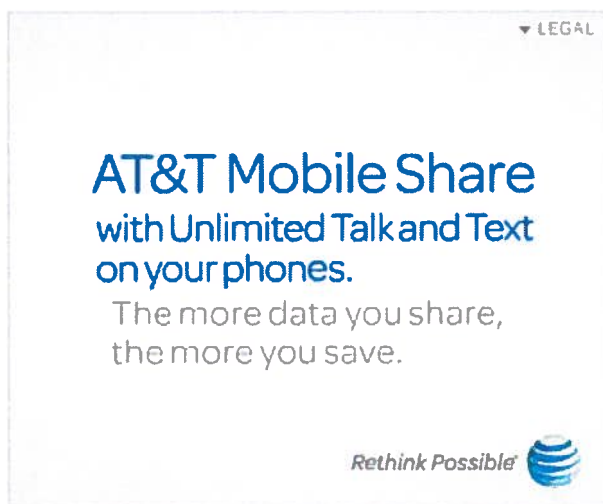
In return, American is bringing two daily nonstop flights to and from Dallas/Fort Worth, and one daily nonstop route to Chicago O'Hare International Airport on 50-seat regional passenger jets, starting in mid-February. The city will also waive two years of landing fees and facility rents, valued at \$250,000, and chip in \$400,000 of free advertising through a deal with a local broadcaster.

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Albuquerque mayor announces non-stop flights to NYC on JetBlue

By Associated Press, Published: November 14

ALBUQUERQUE, N.M. — JetBlue Airways will be offering a non-stop flight from Albuquerque to New York City starting this spring.

Albuquerque Mayor Richard Berry made the announcement Wednesday during his state of the city address. The mayor's office says the deal stems from months of talks between Berry and JetBlue executives.

The mayor calls it a huge step for the city that will add new business and tourism opportunities.

The non-stop, daily flights to JFK International Airport are scheduled to begin in April.

City officials say Albuquerque hasn't had regularly scheduled service into the New York area since service to Newark, N.J., ended in 2008.

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TSA Agrees To Union Contract But Lawmaker Sees Little Value To Screeners, Public

By: Mickey McCarter

11/13/2012 (8:00am)

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Airport screeners approved a collective bargaining contract spelling out workplace protections and procedures with the Transportation Security Administration (TSA), the screeners' union announced Friday. But a prominent congressional critic said "they will never be happy" with the TSA management.

The three-year collective bargaining agreement takes effect 30 days after ratification on Dec. 9, covering 44,000 transportation security officers (TSOs) represented by the American Federation of Government Employees (AFGE) union, according to TSA.

"The completion of today's agreement between TSA and AFGE is a milestone in our relationship with our workforce and AFGE," TSA Administrator John Pistole said in a statement Friday. "Together, we will continue to secure our nation's transportation systems and keep the traveling public safe."

AFGE reported that screeners approved the collective bargaining agreement over the first week in November in a vote of 17,326-1,774.

"AFGE is proud that TSA workers finally have a union contract that will improve their working lives and bring stability to the workforce," AFGE National President J. David Cox said in a statement Friday. "This agreement will mean better working conditions, fair evaluation practices and safer workplaces, and in doing so, it will improve morale. This is important because low morale leads to unsafe levels of attrition in an agency where a stable, professional workforce of career employees is vital to its national security mission."

Morale among TSA employees consistently has ranked at the bottom of federal agencies in various workplace surveys, including a recent Government Accountability Office study, where TSA ranked 232nd out of 240 agencies in employee satisfaction. The Department of Homeland Security frequently acknowledges low morale as a core reason for a high turnover rate in TSA ranks.

AFGE said the new contract would provide better uniforms, allowing variations in uniform for climate conditions, provide more consistency and fairness in the processes TSOs use to bid on shifts and request vacation, and stabilize changes in employment status from part-time to full-time and vice versa.

Rep. Bennie Thompson (D-Miss.), ranking member of the House Homeland Security Committee, applauded the collective bargaining agreement as good for TSA screeners.

"After over a decade of struggling for basic workplace rights, transportation security officers were finally given the opportunity to vote on a contract that ensures that their voice will be heard in the workplace. They voted overwhelmingly in favor of ratification of the contract. This contract will improve both morale and workplace conditions," Thompson said in a statement Friday.

But Rep. John Mica (R-Fla.), chairman of the House Transportation and Infrastructure Committee, slammed the collective bargaining agreement, saying it "eroded security."

Interestingly, Mica did not blame the screeners for the faults of the contract but rather blasted TSA management for losing focus on its security responsibilities -- a frequent criticism from the lawmaker of what he calls the bureaucracy heavy agency, although he lacks official congressional oversight of TSA.

"Unfortunately, TSA has spent months negotiating agreements which focus on workplace grievances but ignore security performance improvements," Mica said in a statement Friday. "Once again, TSA has failed to address mounting screening failures, even after significant security meltdowns in Newark, Honolulu, Charlotte, Orlando, Fort Myers and elsewhere."

He added, "While we must respect employee rights to be represented by organized labor, TSA has failed

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Ask The Experts



Join *Ask the Expert's* Patrick Schambach, vice president and general manager of CSC's Department of Homeland Security Division, in a discussion about the latest in homeland and government security. Check out the current discussion: "We recently saw

to represent the flying public and has missed the mark on improving procedures and protocols while focusing on tie tacks and tattoos. Even though the army of TSA screeners has reached a labor agreement, it is my prediction they will never be happy while they must deal with this gigantic and often mindless bureaucracy. Many of these hard-working TSA workers are being left in the lurch."

Mica's staff even released a report, *TSA Labor Agreement: Distraction from Core Mission*, faulting the focus of TSA management in the collective bargaining agreement.

The report concluded, "TSA's focus on consolidating power and human resource management is an unnecessary distraction from its core mission of transportation security. The union agreement appropriately does not affect security operations, but it does get into trivial detail about uniforms and screener appearance."

Screeners will see few benefits from a collective bargaining agreement that merely stipulates how they should cover their tattoos and how long their tie clips can be, the report charged.

Moreover, the report faulted the agreement for providing TSOs with an annual uniform allowance of \$446 -- more than the one-time allowance for a Marine lieutenant at \$400.

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heightened homeland security risk levels around the anniversary of Osama Bin Laden's death, including tightened security at airports. Should air travelers be more nervous at times like this?" Click here to ask Pat a question. Click here to participate in this security discussion.

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Do you believe there was a failure to adequately preposition necessary resources and manpower in New York and New Jersey where Hurricane Sandy was expected to cause the most devastation?

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Zombie Towers Live as Taxpayers Fund Flightless Skies



Flights Fade Away

FAA-staffed airports with the biggest traffic declines, 2000-2010

Photographer: Jeff Kowalsky/Bloomberg News

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By Alan Levin - Nov 13, 2012

More than 100 U.S. [airport towers and radar rooms](#) have so few flights that they should be shut down late at night under the government's own guidelines, a move that would save taxpayers \$10 million a year.

Air-traffic controllers, who make a median \$108,000 annual wage, have little to do overnight at those locations, which remain open because of pressure from lawmakers who control the Federal Aviation Administration's budget. Members of Congress from both parties have blocked attempts to cut tower hours or merge radar rooms, according to interviews and documents.

Some other FAA facilities employ many more controllers than called for by agency guidelines, after an almost 17 percent decline in U.S. flight activity from 2000 to 2010, according to FAA data compiled by Bloomberg.

"You should be outraged if you're worried about the federal budgets and deficits," said George Donohue, the FAA's associate administrator under President Bill Clinton. "This is crazy."

The inefficiencies persist as the FAA faces \$1 billion in automatic budget cuts beginning Jan. 2 if Congress can't reach a deficit-reduction deal.

A total of 102 FAA-staffed towers and local radar rooms open all night don't have enough air traffic to justify seven-day, 24-hour operations, the FAA found in an internal survey from July 1, 2010, to June 30, 2011. The agency has 294 such facilities.

Idle Controllers

The staffing issues were compounded by Transportation Secretary Ray LaHood's April 2011 order that there be at least two controllers at each facility on overnight duty, following a series of lone staffers falling asleep. Most towers covered by LaHood's order don't have enough traffic to be open overnight at all, according to FAA data.

LaHood declined a request through Sasha Johnson, his spokeswoman, to comment.

The FAA study was among hundreds of pages of documents obtained through the Freedom of Information Act. The wrangles with Congress were confirmed by 10 former agency officials familiar with internal deliberations at the agency.

Willow Run Airport, about 10 miles west of Detroit Metropolitan Wayne County Airport, is an example of a facility targeted by the FAA for reduced hours. Once the city's main airport, Willow Run now averages about one landing or takeoff an hour after 1 a.m.

Bipartisan Pressure

That put Willow Run on the FAA list of 102 facilities that could move their overnight controllers to busier time periods. The plan was stopped after pressure from lawmakers including Representative John Dingell, the Michigan Democrat who's the longest-serving member of the U.S. House.

Agency logs of contacts between members of Congress and agency officials obtained by Bloomberg show at least 26 instances in which lawmakers from both parties pressured the agency regarding controller staffing levels or the location of air-traffic facilities from 2010 through May 2012.

The pressure campaigns include a 2010 plea from 16 of Ohio's 18 members of Congress and two contacts from a Texas Republican who identifies himself as a supporter of the Tea Party movement, which advocates for less government spending.

“Congress still feels that it’s the board of directors of the FAA,” said Stephen Van Beek, a member of the FAA’s Management Advisory Council and a former associate deputy to the secretary of transportation.

Effort Shelved

The [National Air Traffic Controllers Association](#), the union representing about 15,000 controllers, conducted a campaign against efforts to merge radar rooms in Ohio, Michigan and other locations, according to a 2010 union newsletter. The union said mergers would undercut safety and didn’t have the benefits the FAA claimed.

The FAA shelved the effort to consolidate those flight-tracking facilities, known as Terminal Radar Approach Control rooms or [TRACONs](#).

The former FAA officials acknowledged the agency has at times underestimated costs of closing radar rooms and needs to include the union in decisions.

The congressional actions threaten to undermine the \$42- billion [NextGen](#) air-traffic upgrade, they said. Most TRACONs will have to be shut down or merged for the new system to meet its hoped-for efficiency gains, according to a July 17 report from the Transportation Department’s inspector general.

Ford, Lindbergh

Closing towers during low-traffic periods at the 102 underutilized facilities could save taxpayers an average of \$100,000 per location, or more than \$10 million in reduced overtime and night differential pay, according to FAA documents obtained through FOIA.

Willow Run benefited from the political muscle of [Michigan](#)’s delegation.

Opened by Henry Ford in 1942 to construct B-24 Liberator bombers with the help of Charles Lindbergh, the airport served as Detroit’s chief passenger terminal in the 1950s and then became a cargo and charter facility catering to the auto industry.

Now, in the hours after midnight, the dozen or so abandoned planes scattered around the tarmac outnumber the flights taking off and landing.

When the FAA last year sought to close Willow Run’s tower from midnight to 6 a.m., Michigan’s two Democratic Senators, Carl Levin and Debbie Stabenow, joined forces with Dingell in a campaign to crush the proposal.

One Flight

Cargo shipped through the airport peaked at more than 1 billion pounds in 2001, according to FAA statistics. Last year it fell to 247 million pounds, down 77 percent. The FAA says the number of commercial flights has fallen by a similar amount, from 41,456 in 2000 to 12,949 in 2010 -- down to about 35 a day -- a 69 percent decline.

On average, 1.48 flights an hour land or take off at Willow Run from midnight to 6 a.m., the FAA traffic study found. From 1 a.m. to 5 a.m. the number is about one an hour. On Sundays, less than one plane every other hour arrives or departs in that time period.

At other facilities, controllers often handle dozens of flights an hour. An FAA order says towers with four or fewer flights an hour can be closed. It allows exceptions, including if an airport has military flights or commercial traffic.

The agency estimated that more than \$100,000 a year in overtime and additional pay for night shifts could be saved if the tower closed for six hours each day.

No Safety Loss

Safety or operations at the airport wouldn't be compromised, according to the study. Runway lighting would be improved so planes could continue to land in poor weather conditions, the agency proposed. Under FAA rules, aircraft including commercial jets often land without towers.

Levin, Stabenow and Dingell already knew of the agency's plan and were leaning on then-FAA Administrator Randy Babbitt to block it.

"Willow Run Airport is a key economic engine for Southeast Michigan," the three lawmakers said in a Feb. 4, 2011, letter. Closing the tower at night would cause "a severe impact to operations at the airport."

Babbitt notified Levin in a phone call on Sept. 7, 2011, that the airport would keep its overnight staffing, Kathleen Long, a spokeswoman for Levin, said in an e-mail. Levin was unavailable for an interview, she said. Babbitt, who resigned from the FAA in December 2011, declined to be interviewed. He is now a senior vice president at [Southwest Airlines Co. \(LUV\)](#)

Second Controller

Dingell Chief of Staff Katie Murtha referred questions to Levin's office because he had taken the lead on the issue, she said in an interview. Will Eberle, a spokesman for Stabenow, didn't respond to a telephone request for comment.

The agency reversed its decision because of the airport's complex runway layout and the need for international flights to be greeted by U.S. Customs and Border Protection, the FAA said in an e-mail statement.

LaHood's order then added a second staffer to the sole night controller at Willow Run whom the FAA deemed superfluous.

Another location with 24-hour controller staffing, Tri- State Airport in Huntington, West Virginia, didn't have a single period during the day or night when it averaged more than four flights an hour, according to agency documents. That places it below the agency's minimum standards of traffic to justify keeping the tower open at all.

Twenty controllers staff the airport's tower and an adjoining radar room, according to the FAA's latest staffing report.

Rahall's District

The airport recorded 17,241 landings and takeoffs in 2010, the lowest of any FAA-staffed tower, a 69 percent drop from 2000.

Representative Nick Rahall, whose district includes the airport and who is the highest ranking Democrat on the House Transportation and Infrastructure Committee that oversees FAA, said in an interview that he had pushed the agency to maintain staffing at the airport.

"We've been in communication with the union, we've been in communication with FAA and we, at every opportunity, tried to ensure that it is adequately staffed," Rahall said.

Pressure on the FAA also comes from lawmakers who decry government waste, fraud and abuse.

Representative Randy Neugebauer, a Texas Republican, contacted the FAA on June 15, 2011, to pass along local officials' concerns about moving the Abilene, Texas, TRACON.

On June 23, 2010, he raised safety questions with the FAA about shutting the tower overnight at Preston Smith International Airport in Lubbock, Texas, according to FAA logs.

Tea Party

On his website, Neugebauer describes himself as a "strong advocate for fiscal discipline." He's listed as a member of the House Tea Party Caucus.

Neugebauer, in an e-mail, said he wanted to ensure FAA actions were justified financially. "The airports in Lubbock and Abilene are important transportation centers in West Texas," he said.

"Politicians are very good at a lot of things, but actually running an air traffic system? Probably not," Steve James, former head of international relations at the U.K.'s privatized air-traffic provider, NATS Ltd., said in an interview. "It should be left to the people who really understand it."

Reduced flight activity over the past decade was triggered by airline consolidations, increasing fuel prices and declining private flying. Air traffic has fallen by 50 percent or more since 2000 at 47 airports with FAA-staffed towers, including former airline hubs in Pittsburgh, Cincinnati and St. Louis.

Pittsburgh, St. Louis

Cincinnati/Northern Kentucky International Airport's tower and regional air-traffic facility, for example, lost 61 percent of its flight activity for the same period after [Delta Air Lines Inc. \(DAL\)](#) reduced operations. Its 77-person controller roster is 26 more than required, according to an FAA report.

At Pittsburgh, traffic at the airport and its TRACON has fallen almost 60 percent from levels in 2000 because [US Airways \(LCC\)](#) Group Inc. eliminated its hub there. The facilities have gone from 65 controllers in 2006 to 51 last year, according to the [FAA](#) document. That's still 10 more than the agency's highest estimate of what it needs.

The radar room overseeing St. Louis-area traffic, which has fallen 50 percent since 2000, has 43 controllers, 11 more than needed, according to the FAA.

The controllers union until recently operated a website designed to marshal opposition to an FAA effort to shut down smaller air-traffic facilities and move them to larger centers. It doesn't agree that the system is overstaffed, union President [Paul Rinaldi](#) said in an e-mail statement.

Retirements

The workforce is in the midst of a wave of retirements of people hired after President Ronald Reagan fired striking controllers in 1981 and needs to grow to keep pace, Rinaldi said.

"Looking narrowly at individual airport locations and the current air traffic there misses the larger and more important point," Rinaldi said.

The union supports consolidating air-traffic facilities where it is justified, Rinaldi said at a May 31 hearing before the House aviation subcommittee.

The union objects to FAA attempts to act without consulting controllers, Rinaldi said in the e-mail. Consolidations have ended up costing more, not less, he said.

Salary increases have helped cause consolidations to cost more than expected, the July 17 [report](#) by the Transportation Department's Inspector General found.

Flexibility, Control

Controllers, whose median annual wage is \$108,000 according to the U.S. Bureau of Labor Statistics, get raises to move to a larger facility, even if they are overseeing the same traffic as they had at their previous location, David Grizzle, the FAA's head of air traffic, said at the May 31 congressional hearing.

When asked about the pay issue, NATCA spokesman Doug Church said in an e-mail: "We fundamentally reject the premise of the question." Pay is set by the traffic levels and complexity of a facility, he said.

The need for flexibility and cost control is growing in importance because of the FAA's plan to move in coming decades from radar-based traffic tracking to the NextGen satellite system, aviation experts said.

Many air-traffic centers are too old to accommodate new computers, according to the July IG report. The efficiencies promised by the new technology can't be accomplished without bringing controllers into larger facilities, Malcolm Rae, programs director for NATS, the U.K. air-traffic company, said in an interview.

Merging controllers under one roof makes it easier to make flight paths more efficient and to introduce new technology, Rae said.

Safety Concerns

When a plan surfaced to close the TRACON at Palm Beach International Airport in [Florida](#), and move it into the facility in Miami, the union opposed it, saying that it would make the region more vulnerable to losing service during a hurricane. The FAA said it had an alternate backup plan.

Representative Alcee Hastings, a Florida Democrat whose district includes the airport, successfully fought the move.

Hastings' staff was alerted to the FAA's move by the controllers' union, he said in an interview. He became convinced that it would harm safety.

The Florida lawmaker wrote legislation barring such consolidations. On May 18, 2009, in the middle of the wrangle, the union gave Hastings its “Sentinel of Safety” award. NATCA has given Hastings \$38,500 in campaign donations since 2006, according to OpenSecrets.org, a freedom of information group.

Babbitt Meeting

Hastings said he helped organize a July 2009 meeting with LaHood, Babbitt, local airport officials and controllers. Last November, the agency relented and agreed to keep the controllers stationed at the Palm Beach airport.

While Hastings is a Democrat, the FAA in recent years has backed off a similar plan in Republican stronghold Boise, [Idaho](#), after facing opposition from U.S. and local lawmakers.

One proposal that wasn’t shelved -- a plan to build a super air-traffic center to oversee the congested skies above New York, New Jersey and Philadelphia -- has attracted bipartisan protest.

Four members of Congress representing Long Island, three Democrats and a Republican, have joined with Democratic Senator Charles Schumer to demand that the agency keep the facility on Long Island, instead of less expensive locations in upstate New York or New Jersey.

Congressional Deadline

Donohue said he saw many similar cases play out during his four-year tenure at FAA. The career staffers under him were resigned to the outcome, he said.

“They said, ‘Why do you want to do battle with these guys? They are going to get their way whether it’s wrong or right,’ ” he said.

Congress, in [legislation](#) setting policy guidelines that became law Feb. 14, has attempted to give the FAA a way out: the equivalent of the Defense Base Closure and Realignment Commission that would identify facilities to shut down, subject to an up-or-down vote on the entire list. It ordered the agency to work with the union and industry to draw up a plan for consolidating its facilities.

Congress would have 30 days to disapprove of the plan. If it didn’t, the FAA would have to go ahead with its proposal.

The agency missed the June 13 deadline to present its plan.

More might need to be done, some former agency officials said. The challenges the FAA faces can only be met if the agency's air-traffic division is unshackled from congressional influence by creating an independent private or semi-private management structure, they said.

British Example

Air-traffic agencies in Great Britain, [Canada](#) and [Australia](#) have such arrangements. Skies over the U.K. are controlled by [NATS](#), which is 49 percent owned by the British government, with additional stakes held by its own employees and airport operator BAA. Under that structure, put in place more than a decade ago, NATS was able to consolidate facilities and in the fiscal year ended March 31 reported pretax profit of 195 million pounds (\$309 million).

As government budget pressure intensifies, the urgency grows for the FAA to find ways to change its structure and save money, said Van Beek, now executive director of Leigh Fisher Management Consultants of Reston, Virginia.

"The FAA is going to have to become more efficient if it's going to have enough resources to pay for the programs that are out there," he said.

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Airlines to fight it out with turboprops

BY WILL CHABUN, LEADER-POST NOVEMBER 15, 2012

Back to the future, airline-style. Air Canada says it will start replacing its small, aging regional jets with brand new turboprops on its Western routes - including some into Regina and Saskatoon - over the winter.

For travellers, the Q400 turboprops will be slightly slower than the 15-year-old regional jets, and even older Dash 8s, now used. But they'll be quieter, with wider seats and more headroom.

Over relatively short routes like Regina-Calgary and Saskatoon-Calgary, the difference in flying times will be mere minutes, industry sources say.

Also, the new aircraft can be "bridged", or linked to terminals via walkways, says Regina Airport CEO Jim Hunter, who said he's been told the new Air Canada Express Q400s should start appearing around February.

And Air Canada's online reservations system shows it will have 244 seats per day between Regina and Calgary in mid-March versus 200 this month.

This could bring lower fares - at least for a while.

An analysis of the Canadian airline industry released Tuesday by the Australian-based CAPA Centre For Aviation says Air Canada's addition of more flights and new aircraft is intended to counter WestJet's much-touted new regional airline, WestJet Encore, expected to start flying next summer.

Both airlines will use the same airplane: the Canadian-built Bombardier Q400 turboprop airliner, which seats 74 passengers.

WestJet has been coy about whether Encore would start flying in the east or west. But the centre, which bills itself as "the leading provider of independent aviation market intelligence, analysis and data services", offers the opinion that "until it is comfortable that the Q400 will live up to its expectations, it is feasible that WestJet would deploy the first few aircraft on its most-travelled routes from Calgary so it can quickly and easily address any operational issues that arise with the aircraft."

It adds the relatively short routes in the West "are ideal testing grounds for West-Jet's new turboprops."

The centre added that Air Canada's changes "are the first moves in a new chapter of competition" with West-Jet, which has indicated it plans to have Encore battle Air Canada's regional partner in cities where the latter is a monopoly.

It also predicts "the two carriers initially will engage in a fare contest as Air Canada will move to match WestJet's introductory fares as a means to ensure it does not lose customers to West-Jet's new carrier."

To stir the travel pot a little more, the CEO of Winnipeg's airport authority told the Winnipeg Free Press earlier this month he expects WestJet Encore will link Regina and Saskatoon to the Manitoba capital, routes now flown only by Air Canada.

wchabun@leaderpost.com

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TSA claims it is above Congressional oversight

The TSA has refused to attend a House Transportation hearing this week, with agency head John Pistole personally refusing to appear and declaring that the Congressional Committee has "no jurisdiction over the TSA".

The hearing, schedule for Thursday, will be held by the Subcommittee on Aviation, a part of the House Transportation and Infrastructure Committee (TIC). It is titled How Best to Improve Our Nation's Airport Passenger Security System through Common Sense Solutions.

Headed by Rep. Thomas Petri, it will "examine the impact that the regulations and policies of the Transportation Security Administration have on aviation passenger experience and the free flow of aviation commerce," according to a brief on the subcommittee's website.

The TIC's website indicates that TSA head John Pistole has been asked to testify at the hearing. However, a statement issued on the TSA's website made it clear that neither Pistole, nor any TSA official intends to attend the hearing.

House Republicans on the TIC have made it clear that they believe the TSA is in dire need of reform. A section on the Committee's website describes the TSA as "a massive, inflexible, backward-looking bureaucracy of more than 65,000."

The TIC is currently headed by Rep. John Mica, a consistent critic of the TSA, who has pushed for airports to ditch the agency and replace it with private security screeners. Mica, who wrote the legislation that established the TSA, recently declared the agency to be a miserable failure.

With public backlash against the TSA at an all time high, and given the scrutiny that the TSA has faced at the hands of the TIC and its subcommittees, it is somewhat unsurprising that agency head Pistole is no longer willing to face the music as it were. Prison Planet

FACTS & FIGURES

Measures employed by the TSA have been accused of fostering a false sense of safety. Criticisms have also included assertions that TSA employees slept on the job, bypassed security checks, and failed to use good judgment and common sense. CNN

TSA agents are also accused of having mistreated passengers, having sexually harassed passengers, having used invasive screening procedures, including touching the genitals, including those of children, removing nipple rings with pliers, and having stolen from passengers. Time.com

A survey of frequent flyers found that 90% of frequent flyers think that the U.S. Transportation Security Administration is doing either a poor or average job in performing security screenings at the nation's airports, and 76.1 percent of respondents indicated that the TSA's screening procedures are either not effective or not too effective at preventing acts of terrorism on an aircraft. Frequent Business Traveler

17,000 formal complaints have been filed about TSA "enhanced" pat-downs since 2009, according to a news report by Scott MacFarlane of WSBTV Channel 2, Atlanta.

Some of the abuses of the TSA chronicled recent months include manhandling children, the elderly, severely ill and disabled passengers; stealing from passengers, testing drinks that travelers purchased inside airports and ordering travelers to freeze on command. examiner.com

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TSA puts controversial scanners in storage

Bart Jansen, USA TODAY

Software to replace near-naked images of passengers with stick figures is flawed, the TSA tells a House subcommittee.



(Photo: M. Spencer Green, AP)

3:27PM EST November 15, 2012 - The Transportation Security Administration has put 91 of its full-body scanning machines worth \$14 million in storage because of privacy concerns, officials told a House hearing Thursday.

The machines, so-called backscatter machines that use X-rays to scan passengers, produce near-naked images of travelers. The TSA said that software that was supposed to replace the near-naked image on the machine with a stick figure was flawed and couldn't be used to ease privacy concerns.

Hence, the machines have been stuck in storage, John Sanders, TSA's assistant administrator for security capabilities, told the House Homeland Security subcommittee on transportation.

The backscatter machines were pulled three weeks ago from New York's LaGuardia and JFK, Chicago O'Hare, Los Angeles, Boston, Charlotte and Orlando airports. The move was designed to speed up security lines at checkpoints there.

Sanders said it's worked and that lines at those airports are now moving 180,000 more passengers each day.

Using backscatter machines to screen passengers takes longer because of the near-naked image they have of travelers. That requires the TSA security officer who views the image to sit in a separate room from the machine and radio clearance back to the checkpoint.

Originally, the TSA had planned to ship the 91 machines to smaller airports. But it discovered that smaller airports didn't have enough room to accommodate the backscatter machines.

For now, the 91 machines are in a Texas warehouse, which now holds a total of \$155 million in unused equipment awaiting either disposal or redeployment, according to Sanders.

Rep. Mike Rogers, R-Ala., who led the hearing, called it an "extremely disturbing situation" and says he is "really aggravated about it."

The TSA has spent \$140 million on full-body scanners, according to Sanders. This includes \$40 million for backscatter machines and \$100 million for millimeter-wave machines that already produce stick-figure images.

Full-body scanners are used to find non-metallic items, such as the underwear bomb discovered on Christmas 2009. Passengers have the option to decline a full-body scan in favor of a physical pat-down. But moving through a scanner with stick-figure images takes 12 seconds, compared with 80 seconds for a pat-down, Sanders says.

The agency bought 200 full-body scanners in May, bringing its total to 1,000, Sanders says. Covering all lanes at all airports would require 1,800 machines, but Sanders says the agency is evaluating whether to have that many as part of its overall risk-based screening.

Sanders couldn't say how soon the software would be updated for the warehoused scanners.

Study: Private airport towers as safe, cheaper than government towers - CNN.com

By Mike M. Ahlers, CNN

updated 4:47 PM EST, Tue November 20, 2012

CNN.com

Washington (CNN) -- Air traffic control towers staffed by private contractors are cheaper and provide the same level of safety as towers staffed by government controllers, a new government audit concludes.

Contract towers, as they are known, cost on average \$537,000 a year to operate, compared with \$2 million for comparably busy towers staffed by the Federal Aviation Administration, according to the Department of Transportation's Office of Inspector General. In addition, the contract towers had a "significantly lower number and rate of safety incidents," the report said.

Currently, 251 of the nation's 374 towers are staffed by contractors who must meet FAA standards and are overseen by FAA managers. Restricted to lower-volume airports, contract towers nonetheless handle 28 percent of all domestic airport operations.

The OIG report likely will give ammunition to Republican lawmakers who favor the privatization of everything from airport control towers to security checkpoints. But it is unlikely to result in an expansion of tower contracting, coming on the heels of the re-election of a president with strong public sector support.

The current hybrid system of contract- and government-staffed towers is a result of the decision by President Ronald Reagan to fire the striking Professional Air Traffic Controllers Organization controllers in 1981. After they were fired, the FAA moved its staff and managers to the busiest control towers, leaving smaller towers vacant.

The next year, the FAA started the Federal Contract Tower Program, placing contractors at five low-activity towers. The program expanded gradually. Of the 251 contract towers in operation today, about half were previously staffed by FAA controllers, and half are new towers built by communities, typically to promote economic development.

The new OIG audit compares 30 randomly selected contract towers to 30 comparable "low activity" FAA towers.

The report notes a large difference in operating costs mainly due to lower staffing and salary levels at contract towers. Contract towers had an average of six controllers, while FAA towers had 16. A typical contract controller near Tampa, Florida, received a base salary of \$56,000 per year compared with a base salary ranging from \$63,000 to \$85,000 a year for an FAA controller in Sarasota, Florida, the study said.

Contract towers also had a "significantly lower number and rate of safety incidents," the report says. For example, 240 contract towers referenced in the review had 197 safety incidents, compared with 362 incidents at 92 similar FAA towers.

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Tuesday, November 27, 2012

Jeppesen Designs RNP Approach in Denver

[Boeing](#) subsidiary Jeppesen said Tuesday it has designed and delivered area navigation with required navigation performance (RNAV RNP) based arrivals for the Denver International Airport (DEN).

Working with Denver airport officials, [FAA](#), airlines and others, including authorities from Centennial Airport and Rocky Mountain Regional Airport, Jeppesen has designed new arrival procedures that will expedite the flow of traffic arriving at DEN. The new procedures reduce pilot and controller workload and increase aircraft operational efficiency, while at the same time make DEN more neighbor-friendly, the company said.

"Denver International Airport is one of the least delayed, most efficient airports in the national Airspace System, and these evolutionary flight procedures enable us to meet increased demand in the future while minimizing aviation's environmental impacts," Klm Day, Aviation Manager for Denver International Airport said. "Through collaboration with Jeppesen, the [FAA](#), airports, industry leaders and the public, Denver's skies are opened to continued growth and increased performance."

These new RNAV RNP arrival procedures will be fully implemented Dec. 3. From initiation to completion, the project was completed in less than 24 months, Jeppesen said.

"Performance-Based Navigation is one of the pillars upon which NextGen and SESAR will be built, but these future air traffic management systems cannot be implemented by government alone," said Jeppesen President and CEO Mark Van Tine. "Successful implementation requires cooperation and collaboration by numerous stakeholders, as was the case with this project. I am proud that Jeppesen played a lead role in helping DEN continue to improve operational efficiency."

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FLY SUN VALLEY ALLIANCE MEETING MINUTES

Monday, October 8, 2012 , 8:00am, Friedman Airport

Board Members Present: Eric Seder, Dick Fenton , Peter Scheurmier, Jack Sibbach, Wally Huffman, Maurice Charlat, Tim Silva, Arlene Schieven , Staff: Carol Waller.

Board Members Absent: Deb Fox, Rick Baird , Martha Burke, Patrick Buchanan Lisa Horowitz, Michelle Griffith

TOPIC DISCUSSED:

Consent Items:

- September Board Minutes: Wally moved to approve, Jack seconded VOTE: All in favor
- Sept FY12 YTD Financials: Wally moved to approve, Maurice seconded VOTE: All in favor
- Revised FY 13 Budget: Dick moved to approve, Wally seconded VOTE: All in favor
(FSVA FY13 Budget reflects no change in LOT. If LOT passes a new budget will be developed to present to JPA as part of a strategic air service development plan.)

Committee Reports:

1. Funding Committee

City Contracts for Services: Both Ketchum and Sun Valley have approved, changed to monthly payments.

Long-Term Funding/1% for Air Initiative: YestoAir campaign team is meeting weekly and full-fledged, independently financed, campaign effort continues.

2. Programs/Fundraising

- Air Support Ski Pass Program: \$26,712 pass sales to date to 5 businesses, deadline is Nov 1 so expect remainder of projected sales this month. FSVA will continue to promote.
- Realtors to Air: Response has been fantastic, over \$56,000 in commitments made to date by 160 realtors in 11 firms. *Dick was recognized/thanked for his efforts to launch and promote this innovative model program among the real estate community, and Tim was recognized/thanked for the participation of the SV Resort in the program.*

Air Service Initiatives/Research/Promotions:

- Alaska Airlines MRG performance update from Mead & Hunt: September booking reports showed 66% load factor for SEA and 53% load factor for LAX in Sept, which was better than expected. Fare sales helped stimulate business after Labor Day. Should receive final September revenues and final MRG summer projection update by end of Oct.
- Alaska Airlines Winter 2012-13 Service: Flights will start Dec 14 and end March 31. More favorable terms were successfully negotiated. Sun Valley Resort and SVMA have come up with Boarding Pass deals again for AS winter passengers – FSVA will help promote. Others had ideas of ways to let passengers know about these deals – Carol will follow up.
- Air Service Marketing Update: Sun Valley Resort working on placing winter ads, coordinating promotions with Alaska in Seattle and LA. SVMA also will help promote any specials offered by airlines, in addition to AS Winter Boarding Pass - 5th Night Free lodging deal. FSVA working on potential AS sponsorship/partnership for SV Nordic Festival.
- Airport Update: Rick not present for update.
- Research:
 - 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



Alaska Airlines



YOUR SUN VALLEY BOARDING PASS HAS ITS REWARDS!

**Great
Deals!**

Passengers on Alaska Airlines flights to Sun Valley will be able to take advantage of some exclusive activity deals being offered by Sun Valley Resort and other area businesses, just by showing their boarding pass.

THESE INCLUDE:

Ski FREE the Day You Arrive



Trade in your Horizon Air Seattle/Sun Valley Boarding Pass for an afternoon of skiing or boarding at Sun Valley – or make tracks at the Sun Valley Nordic Center. Then, enjoy a free, two-hour morning ski/board group lesson the following day.*



Present your Alaska Airlines boarding pass at the Sun Valley Recreation Center located in the Sun Valley Village to receive redeemable vouchers. www.sunvalley.com

FREE Lessons & Demos After Arrival



Present your L.A./Sun Valley boarding pass at any of our ticket windows and get a free demo ski/board package or a free, two-hour morning group lesson the day following your arrival.**Some blackout days apply for free ski lessons and demo package, 12/22/12-1/1/13 and 2/16/13-2/24/13.

Present your Alaska Airlines boarding pass at the Sun Valley Recreation Center located in the Sun Valley Village to receive redeemable vouchers. www.sunvalley.com

Get 5th Night FREE



Stay for 4 nights and get your 5th night FREE at participating area lodging properties when you fly to Sun Valley on Alaska Air. Call (800) 976-4925 to get this deal.

* Must show boarding pass on check-in.

www.visitsunvalley.com

FLY SUN VALLEY ALLIANCE 2011 BOARD OF DIRECTORS

2012 FLY SUN VALLEY BOARD OF DIRECTORS LIST						
Term Expires	NAME	BUSINESS/AFFILIATION	Joined	Email Address	PHONE	MOBILE
2012	Eric Seder	SV Shutters&Shades/WREP	2010	svshutters@cox-internet.com	726-9592	720-4718
2012	Jack Sibbach	Sun Valley Resort Rep	2008	jsibbach@sunvalley.com	622-2183	720-0150
2012	Martha Burke	City of Hailey Council/FMAA Board	2010	burkefamily203@cox.net	788-3144	720-2682
2012	Rick Baird	FMAA Manager	2008	rick@flyfma.com	788-9003	720-1830
2012	Tim Silva	Sun Valley Resort	2012	tsilva@sunvalley.com	622-2104	
2013	Deb Fox	ResortQuest/Lodging	2008	dsfox@resortquest.com	726-5601	720-6340
2013	Dick Fenton	MDF Realtors/Real Estate	2008	dfenton@mdfrealtors.com	726-3317	720-0386
2013	Patrick Buchanan	State Farm Ins/Hailey Chamber Rep	2011	patrick@5binsurance.com	928-7888	721-1405
2013	Michelle Griffith	City of Sun Valley Councilmember	2012	svmichelleski@gmail.com		721-7949
2013	Wally Huffman	Consultant to SV Resort	2012	whuffman@sunvalley.com	622-2105	
2014	Maurice Charlat	Consultant	2008	mmcmec@cox.net	726-4092	720-0957
2014	Jacob Greenberg	Blaine County Commission Rep	2012	jgreenberg@co.blaine.id.us	788-5500	721-0440
2014	Lisa Horowitz	City of Ketchum Rep	2010	lhowitz@ketchumidaho.org	726-7801	727-7097
2014	Peter Schuermier	At Large/Avis/Transportation	2010	petersunvalley@gmail.com		720-6400
2014	Arlene Schieven	SV Marketing Alliance Rep	2011	arlene@visitsunvalley.com	725-2110	309-0969
BOARD MEMBERS = 15; 10 VOTING, 5 EX-OFFICIO						
BLUE/BOLD INDICATES VOTING MEMBER						
Executive Committee 2012						
NAME OFFICE HELD						
Eric Seder President						
Jack Sibbach Vice-President						
Deb Fox Secretary						
Dick Fenton Treasurer						
Maurice Charlat Past President						
STAFF						
Carol Waller Director						
carol@flysunvalleyalliance.com 720-3965						
note: FSVA incorporated on 8-22-2007 so full year board terms began in 2008.						



Monthly Director's Report October, 2012

1. TRANSPORTATION SERVICES

AIR SERVICE PROGRAM

- Received/reviewed Alaska Airlines booking/MRG final report for summer 2012, advance bookings for winter .
- Ongoing communication/work with airlines, M&H consultant re: booking & enplanement reports, etc
- Attended various meetings re: air service with local officials, FMAA, etc.
- Updated FSVA website as needed with information on fall/winter airline schedules, promotions, etc.
- Developed flyer/image to promote AS winter boarding pass deals, made poster and counter displays for airport
- Pursued sponsorship/promo opportunities for community & AS : 30th anniversary of SUN service, SV Nordic Festival

2. FUNDING

STATE/LOCAL FUNDING OPTIONS:

- Continued follow-up/communications with legal counsel, board, stakeholders

AIR SUPPORT TRANSFERABLE SKI PASS PROGRAM (2012-13)

- Continued promotion of program through all available outlets: Enewsletters, email, direct sales, etc. Processed payments and follow up confirmations with businesses/orgs and SVC.
 - **Results: Sold passes to 40 businesses/orgs = \$127,500**

REALTORS FOR AIR PROGRAM:

- Continued working w/SVBR and SVR to promote, track & coordinate benefits for participating real estate offices.
 - **Results to Date: \$57,860 received in pledges from 16 offices.**

FSVA COMMUNITY SKI DAY – date set for Jan 20, 2013

ACCESS SUN VALLEY CARD

- Answered customer and business questions, handled customer & business issues

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 President for review/approval. Made deposits as needed.
- Finalized FY13 budget and presented to board for approval.
- Prepared/presented FY13 Contract for Service for Cities of Sun Valley and Ketchum. Attended city meetings.

4. RESEARCH/OTHER

- Continued work on compiling/tracking relevant comparative data and information of air service re: SUN and within competitive set of ski resorts.
- Followed up with Boise airport management on air passenger survey (ie including final destination questions to better track in/outbound traffic to/from Sun Valley through BOI)
- Compiled monthly issue of FSVA Rocky Mtn Air Services News, and distributed to key stakeholders.
- Began work with RRC Associates re: upcoming winter air passenger surveys.

So, just as the Tokyo flight makes sense because of convenient connections for U.S. travelers to Asian destination from Seoul to Taipei via Tokyo's Narita International on ANA airlines, Panama City is well situated to collect and disperse

travelers to and from Denver on Copa Airlines, Jackson said. Copa's hub in Panama City collects connecting passengers from Caribbean destinations as well as the countries of Columbia, Argentina, Brazil and Venezuela, among others, with the potential to funnel skiers into DIA. "What you have to offer here plays a critical role in the success of international flights," Jackson said. She explained that the first quarter of the year is soft for most major airports in the U.S., and Colorado ski resorts give DIA an advantage that boosts its traffic in January, February and March even though Denver is just the 18th largest city in the country.

Jackson said the new direct flights to Iceland from DIA have been successful enough since May that Icelandair is ready to boost the frequency to six days a week in the summer of 2012. Travelers from the U.S. are using that flight to connect to European cities like Milan and Amsterdam as well as visiting Iceland itself. The number of passengers departing Denver for Iceland has grown from about 700 annually before the flights began to 4,000 this year, she said. A South American city on DIA's radar, Jackson said, is Lima, Peru. And the airport also is taking a close look at Auckland, New Zealand, which would be on the outside edge of the range of United's new Boeing 787 Dreamliners.

Airport chief says reliability of flight schedule from Denver was subpar in October

By Tom Ross Steamboat Today Monday, October 29, 2012

Steamboat Springs — The midday United Express flight from Denver arrived on time at Yampa Valley Regional Airport in Hayden on Monday, but all too often this month that has been a 50/50 proposition, and airport officials are concerned. "I would say we've had more flights (in October) that were late or had other problems than not," YVRA Manager Dave Ruppel said Monday. "It can't continue the way it's going right now. It's frustrating, but we will get this fixed and we want to make sure that passengers realize that this is an aberration."

Ruppel said the late flights and flights that just didn't operate at all have their roots in September, when United Express began mixing longstanding regional jet service operated by SkyWest Airlines with service on 73-passenger Bombardier Q400 turboprops operated by Indianapolis-based Republic Airlines. Schedule reliability became more acute this month when service was shifted entirely to Republic with two flights a day arriving on Tuesdays and Saturdays, and three flights the rest of the week.

On more than one occasion, both daily flights have been canceled, Ruppel said. Some passengers have taken taxi service to Denver, some have driven themselves, and others have postponed their travels until the next day. Ruppel said the problem is not with the aircraft Republic is flying, but with difficulties assembling crews or other issues that haven't been specifically reported. He said airport and United Express officials have been engaged in talks for two weeks now without reaching any conclusions. "I think the passenger cabin is more comfortable and less cramped than on the CRJ7" jet flown by SkyWest, Ruppel said. "The Q400 is much more economical. It's a good aircraft for this type of service." The plane represents a new generation of fast turboprops with vibration dampening to reduce the noise that passengers experience.

Steamboat Ski & Resort Corp. spokesman Mike Lane wrote in an email Monday that ski area officials learned in late August that the Q400s would be part of the picture at YVRA this winter. A search of ski season flights in and out of YVRA to Denver on United Express reflects that those flights will be covered by a mix of SkyWest Airlines' CRJ7s and Republic Airlines' Q400s. "It looks right now like winter will be about 50/50 SkyWest (and) Republic," Lane wrote. "We have four daily (Denver/Hayden) flights during ski season and we contract one of those. Our contracted flight is under contract to fly as a CR7 and will remain so. We stated our preference to maintain the non-contracted Hayden flights with SkyWest CR7 service at the time we first learned about this, and we continue to state our preference for the jets. It is my understanding that many of the mountain airports and regional United Express routes have been switched to the Q."

Republic Airways is the parent company of Denver-based Frontier Airlines after buying it out of bankruptcy protection, as well as of Republic Airlines. It's ironic that Frontier flew the Q400 to YVRA in 2008-09 under its Lynx commuter subsidiary until Republic acquired Frontier and announced in February 2010 that it would phase out the Q400s by September. Lynx had 11 Q400s. There appears to have been a change in outlook at Republic. It announced a tentative deal in May, calling for it to operate a fleet of 32 Q400s on behalf of United Express. Lane said the ski area has a lengthy track record of working with United to improve air service here.

"United is a great partner with Steamboat and we continue to work with them on providing convenient service for guests into Ski Town USA this winter," he wrote. "Fleet and schedules for non-contracted air service are managed by the airline and may fluctuate depending upon overall needs."



FLY SUN VALLEY ALLIANCE BOARD OF DIRECTORS MEETING
Monday, November 12, 8:00am – 10:00am – SUN VALLEY RESORT
(Ram Room, between Ram Restaurant and Bald Mtn Pizza)

AGENDA:

WELCOME NEW BLAINE COUNTY COMMISSION FSVA REP JACOB GREENBERG

1. Consent Items:

- Approval of Oct Meeting Minutes (*attached*)
- Approval of Oct financials (*attached*)

2. Committee Reports:

Funding Committee:

- YES TO AIR update – next steps

Other Programs:

- Air Support Ski Pass program – \$127,500 sales; 38 businesses
- Realtors Support Program – Over \$57,000 in commitments to date; 16 offices
- Ski for Air Service Day: Sunday, Jan 20

3. Air Service Initiatives/Research/Promotion

- Summer AS 2012 SUN Booking & MRG final report (*attached*)
- Winter AS 2012/13 Contract; *successfully negotiated more favorable terms; lower cap, combined markets*
- Air Service Marketing Update;
 - Promotion of service for winter – Jack & Arlene
 - AS Boarding Pass deals - Carol
 - Other – 30th anniversary of AS service in Dec 2012
- Airport update – Rick
- Research – BOI and SUN Air Pax surveys
- [Dec 4 Air Service Forum](#) - Boise

Other attachments:

- Updated FSVA Board List
- SUN Enplanement Update
- Oct Director Report
- Nov Rocky Mtn Air Service News