

**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, November 1, 2022 at 5:30 p.m. at the **Old Blaine County Courthouse Meeting Room** Hailey, Idaho.

This meeting is open to the public and attendees are able to attend in person or by web access. Web access instructions below:

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

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

You can also dial in using your phone.

United States: 1 (312) 757-3121

Dial In Access Code: 723-981-309

The proposed Agenda for the meeting is as follows:

**AGENDA
November 1, 2022**

- I. APPROVE AGENDA – ACTION ITEM**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. October 4, 2022 Regular Meeting – Motion to Approve – **Attachment #1 ACTION ITEM**
- IV. REPORTS**
 - A. Chair Report
 - B. Blaine County Report
 - C. City of Hailey Report
 - D. Fly Sun Valley Alliance Report
 - E. Airport Director’s Report
- V. AIRPORT STAFF BRIEF (5 Minutes Allotted)**
 - A. Noise Complaints in October
 - B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – **Attachment #2 – #4**
 - C. Airport Commercial Flight Interruptions (unofficial)
 - D. Review Correspondence – **Attachment #5 - #6**
- VI. ACTION ITEMS (a vote may occur but is not required to be taken)**
 - A. NEW BUSINESS
 - 1. Airport Advertising Policy –**Attachment #7 ACTION ITEM**
 - B. CONTINUING BUSINESS
 - 1. None
- VII. DISCUSSION AND UPDATES**
 - A. NEW BUSINESS
 - 1. Future Ranch Management – Discussion
 - B. CONTINUING BUSINESS
 - 1. Miscellaneous
 - i. Air Traffic Control Replacement Project – Update and Discussion
 - 2. Construction and Capital Projects
 - i. New Parking Lot Project - Update
 - 3. Airport Planning Projects
 - i. Draft Climate Action Plan Recommendations – Update and Discussion
- VIII. PUBLIC COMMENT**
- IX. ADJOURNMENT**

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

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III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:

A. October 4, 2022 Regular Meeting – Motion to Approve – **Attachment #1 ACTION ITEM**

IV. REPORTS

A. Chair Report

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

B. Blaine County Report

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

C. City of Hailey Report

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

D. Fly Sun Valley Alliance Report

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

E. Airport Director's Report

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

V. AIRPORT STAFF BRIEF – (5 Minutes Allotted)

A. Noise Complaints in October

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT	ACTION/RESPONSE
Little Indio Subdivision, Hailey, ID	10/9/2022	10:35 AM	Multiple	Non-specific complaints regarding the number of corporate jets departing from airport. Caller expressed general disdain for the airport and the airport is ruining her quality of life. Caller also stated complaint that airline tickets here are too expensive and no locals can afford to use the airport.	Caller did not want a call back. No other action taken.
Cutters Subdivision, Hailey, ID	10/24/2022	10:27 AM	Cessna 182	Resident would like to file noise complaint about small propeller aircraft repeatedly flying over her neighborhood for flight training purposes. Caller stated noise pollution caused by these operations is disruptive and neighbors should not be subject to this noise and the flight schools needs to be reminded of this.	Ops Director looked at flight tracks and determined that aircraft was practicing touch and go operations in conjunction with flight training. All procedures, altitudes, and maneuvers were legal and in accordance with all FAA regulations. Caller did not request call back - No action taken.

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

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

Attachment #3 is ATCT Traffic Operations Record comparison by month

Attachment #4 is Enplanements, Deplanements and Seat Occupancy data

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

September 2022

Total Non-Federal Revenue	September, 2022	\$379,120
Total Non-Federal Revenue	September, 2021	\$348,878
Total Non-Federal Revenue	FY '22 thru September	\$7,221,937
Total Non-Federal Revenue	FY '21 thru September	\$6,674,333
Total Non-Federal Expenses	September, 2022	\$314,624
Total Non-Federal Expenses	September, 2021	\$300,215
Total Non-Federal Expenses	FY '22 thru September	\$3,652,386
Total Non-Federal Expenses	FY '21 thru September	\$3,891,813
Net Income excluding Federal Programs	FY '22 thru September	\$3,569,551
Net Income excluding Federal Programs	FY '21 thru September	\$2,782,521
Net Income to include Federal Programs	FY '22 thru September	\$1,480,086
Net Income to include Federal Programs	FY '21 thru September	\$725,586

C. Airport Commercial Inbound Flight Interruptions (unofficial):

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

D. Review Correspondence – **Attachment #5 - #6**

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

A. NEW BUSINESS

1. Proposed Airport Advertising Policy –Attachment #7 ACTION ITEM

Current airport terminal advertising is managed by our advertising agent. Each terminal advertising request is reviewed by both our agent and the Airport Director to ensure proposed ads are appropriate. While the airport has not experienced any issues with inappropriate content to date, several airports in the region are running into challenges by advertisers due to lack of a formal policy regarding advertising criteria.

To be proactive and present clear guidelines to potential, future advertisers at the airport, the Airport Director has developed a DRAFT advertising policy **ATTACHMENT #7** for the Board's consideration. This draft has been through legal review and has been coordinated with our current advertising agent and is in conformance with industry standards for airports like SUN.

Action requested: Motion to approve the proposed Airport Advertising Policy

B. CONTINUING BUSINESS

1. None

VII. DISCUSSION AND UPDATES

A. NEW BUSINESS

1. Future Ranch Management – Discussion

Now that the airport has taken possession of the Eccles Flying Hat Ranch, staff would like to discuss with the Board future airport management responsibilities and opportunities to manage the ranch with local partners in its current agricultural condition in a sustainable, resilient manner. While the agricultural lease with the current tenant is optioned for extension through March 2024, a plan should be developed in advance.

This discussion with the Board will assist staff in developing a future, effective management plan.

B. CONTINUING BUSINESS

1. Miscellaneous

i. Air Traffic Control Replacement Project – Update and Discussion

The last update and discussion with the Board about this project was back in June 2022, when staff received concurrence from the Board regarding the project Statement of Work. Our vendor, Raytheon|Frequentis, has continued coordination with FAA and has submitted required documentation to keep the project moving forward.

Since the last full update in June there have been new developments that could impact timing, therefore, feasibility of a digital tower solution at SUN. Staff will provide a

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detailed update to the Board and looks forward to a discussion and questions about the project and how to move forward.

2. Construction and Capital Projects

i. New Parking Lot Project – Update

The parking lot project is substantially complete as of October 24, 2022. Minor punch list items remain but the lot is finally fully operational.

3. Airport Planning Projects

i. Draft Climate Action Plan Recommendations – Update and Discussion

At the October meeting, our environmental consultant, Mead & Hunt, presented a summary of the airport's Greenhouse Gas (GHG) Emissions Inventory completed in March 2022. The report can be found on our website at www.iflysun.com. The next step after the completion of the GHG Emission Inventory is the development of a Climate Action Strategy. Based on discussion and feedback with the Board at the October meeting, Mead and Hunt and staff have proposed specific emission reduction measures.

Mead & Hunt will attend the meeting to present these specific measures recommended for the airport to make progress towards carbon reduction. The goal of this discussion is to solicit additional input from the Board before completing the Climate Action Strategy.

VIII. PUBLIC COMMENT

IX. ADJOURNMENT

**MINUTES OF A REGULAR MEETING
OF THE
FRIEDMAN MEMORIAL AIRPORT AUTHORITY
October 4, 2022
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS:

Board Chair – Martha Burke, Board Vice-Chair – Dick Fosbury, Board Members – Angenie McCleary, Muffy Davis, Sam Linnet, John Strauss, Jacob Greenberg, Treasurer – Ron Fairfax

FRIEDMAN MEMORIAL AIRPORT STAFF:

Airport Director – Chris Pomeroy, Deputy Director, Finance & Administration – Jenna Elliott, Deputy Director, Operations & Maintenance – Tim Burke, Security Manager – Steve Guthrie, Business Operations Coordinator – Becca Lynn

CONSULTANTS:

Mead & Hunt – Brad Rolf

AIRPORT LEGAL COUNSEL:

Lawson Laski Clark, PLLC – Jim Laski

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

I. APPROVE AGENDA (00:11)

The agenda was approved as presented.

MOTION: Made by Board Vice-Chair Fosbury to approve the agenda as presented. Seconded by Board Member Greenberg.
PASSED UNANIMOUSLY

II. PUBLIC COMMENT (00:36)

No Public Comment

III. APPROVE FMAA MEETING MINUTES (01:00)

A. September 6, 2022 Regular Meeting – Motion to Approve – Attachment #1 ACTION ITEM

MOTION: Made by Board Member Strauss to approve minutes. Seconded by Board Member Davis.

PASSED UNANIMOUSLY

B. September 20, 2022 Special Meeting – Motion to Approve – Attachment #2 ACTION ITEM

MOTION: Made by Board Member Davis to approve minutes. Seconded by Board Member Strauss.

PASSED UNANIMOUSLY

IV. REPORTS

A. Chair Report (02:45)

No report given.

B. Blaine County Report (02:50)

No report given.

C. City of Hailey Report

(03:00)

Board Chair Burke announced that Jacob Greenberg accepted the invitation to serve on the Airport Authority Board as a City of Hailey representative. Jacob expressed his appreciation for the invitation.

D. Fly Sun Valley Report

(03:30)

Carol Waller reported the winter schedule is usually published by now, however due to pilot shortages, final schedules are not completed and are subject to change. A schedule is anticipated to be published within the next week.

E. Airport Director's Report (see PowerPoint Presentation)

(04:38)

Airport Director Pomeroy reported August 2022 Passenger Enplanements were down 4% from August 2021, however, 2022 year-to-date Passenger Enplanements were up 9% from 2021. September 2022 Operations were down 16% from 2021 and down 11% year-to-date from 2021. He stated this trend seems to be consistent across the board based on data from other similar airports.

Deputy Director of Finance, Jenna Elliott, welcomed new Business Operations Coordinator, Becca Lynn to the SUN staff.

Airport Director Pomeroy noted Jenna has done an extraordinary job keeping things on task after losing both admin staff earlier this summer.

Airport Director Pomeroy stated the runway project is about 98% complete. There were initially 2 grooving machines utilized by the contractor during their night work and one of those went down about 3 days into the project, so the work time was extended a little bit. Some minor electrical work remains but is anticipated to be completed in the next couple of weeks. There will be additional markings work later next spring or early summer.

Airport Operations & Maintenance Director Burke recognized and acknowledged that Airport Director Pomeroy was elected to President of the Northwest Chapter of the American Association for Airport Executives. Chris received a round of applause and Tim acknowledged how proud the staff and community are of Chris.

Board Member Strauss emphasized and recognized what an honor it is for the SUN Airport Director be elected to this role.

Airport Director Pomeroy thanked the staff and board for their support. He reiterated the pinnacle of his career is being able to serve the community in his current role as Airport Director at SUN.

Airport Director Pomeroy stated that as of September 27, 2022, the airport officially closed on ownership of the Eccles Flying Hat Ranch.

Board Member Greenberg extended a special thanks to Chris Pomeroy and Jim Laski, Legal Counsel for the airport, for their 3 years of hard work in making this land ownership a reality.

V. AIRPORT STAFF BRIEF

(14:12)

A. Noise Complaints in September

Airport Director Pomeroy said there were a couple of noise complaints in September.

B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data (See Attachment #2-#4)

C. Airport Commercial Flight Interruptions (unofficial)

Airport Director Pomeroy stated there were some high winds that were uncharacteristic this time of year that affected United and Delta.

Airport Operations & Maintenance Director Tim Burke reported there would be some runway closures in order to accommodate drone activity for an area survey and get satellite imagery of the airport.

D. Review Correspondence

VI. ACTION ITEMS (18:06)

A. NEW BUSINESS

1. None

B. CONTINUING BUSINESS

1. None

DISCUSSION AND UPDATES (18:10)

A. NEW BUSINESS

1. Airport Planning Retreat & Workshop – Discussion

Airport Director Pomeroy stated we have some work to do on our Master Plan when it comes to projects including the tower & terminal. He stated it may be time to start another Master Plan.

Board Chair Burke inquired about where we currently are with the most recent Master Plan.

Airport Director Pomeroy stated tower relocation, terminal renovation, environmental assessment for hangar expansion as well as additional terminal parking and the land acquisition that helped remove the trees were all part of the current plan. He stated the typical timeframe for Master Plans to be updated is every 5-7 years and occasionally 10 years.

Board Member Greenberg stated this is the right way to move forward for planning.

Board Member McCleary agreed with Board Member Greenberg.

Airport Director Pomeroy stated he would look into the selection window.

Board Vice-Chair Dick Fosbury stated he was in full support as was Board Member Strauss.

B. CONTINUING BUSINESS

1. Miscellaneous (24:15)

- i. None

2. Construction and Capital Projects

- i. New Parking Lot Project – Update (24:20)

Airport Director Pomeroy reported the south parking lot work was completed, except he noted there is still remaining work needed on light fixtures.

3. Airport Planning Projects

i. Draft Climate Action Plan Recommendations – Discussion (25:38)

Airport Director Pomeroy introduced Mead & Hunt Consultant, Brad Rolf. Brad presented a Greenhouse Gas Inventory and Climate Action Plan.

Consultant Rolf provided a SUN Gas Emissions Inventory for 2020. The airport's contributions are approximately 22,100 metric tons of GHG. Those are sourced via airport control, Tenant/User Control and Public Use. He stated the use of electricity is the largest contributors to Greenhouse Gas. The total GHG emissions in the community is 332,004 tons and transportation excluding the airport is 133,982.

Brad stated the airport has embarked on a climate action plan. Some of the identified drivers are increases in efficiency, realizing cost savings, and reducing environmental footprint. The FAA has started an Alignment Sustainability and Climate Action Committee with the goal of NetZero by 2050. He also reported on potential emission-reduction measures such as electric airport vehicles and battery-operated tugs, ground service equipment and ground power units.

Brad recommended making partnerships with the airlines and the FBO, using sustainable fuels. Also working with tenants and users to foster reductions in emissions.

Board Chair Burke asked if it would be possible to upgrade infrastructure on the terminal to include solar panels.

Director Pomeroy discussed how advancements in electric technology for air traffic itself is advancing quickly.

Vice Chair Fosbury inquired of Brad as to whether or not there would be grants available through the FAA or Department of Energy and whether partnering may include the city and county with grant opportunities.

Brad stated the Inflation Reduction Act has provided direct cost benefits and tax incentives. In the near term, the last FAA Appropriations included a supplemental airport improvement plan with additional funds for reducing carbon emissions.

Board Chair Burke requested this discussion and piece be included in the next Master Plan.

VII. PUBLIC COMMENT (45:00)

No Public Comment

VIII. ADJOURNMENT (45:38)

The October 4, 2022 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at 6:15 p.m.

Angenie McCleary, Secretary

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

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

1:57 PM
10/27/2022
Accrual Basis

Ordinary Income/Expense

Income

4000-00 · AIRCARRIER

4000-01 · Aircarrier - Lease Space	338,994.89	325,000.00	13,994.89	104.31%
4000-02 · Aircarrier - Landing Fees	240,453.48	235,000.00	5,453.48	102.32%
4000-04 · Aircarrier - Utility Fees	360.00	360.00	0.00	100.0%
4010-07 · Aircarrier - '14 PFC App	389,384.15	351,000.00	38,384.15	110.94%

Total 4000-00 · AIRCARRIER	969,192.52	911,360.00	57,832.52	106.35%
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4020-00 · TERMINAL AUTO PARKING REVENUE

4020-01 · Automobile Parking - Terminal	631,198.15	475,000.00	156,198.15	132.88%
4020-02 · Automobile Parking - Passes	715.00			

Total 4020-00 · TERMINAL AUTO PARKING REVENUE	631,913.15	475,000.00	156,913.15	133.03%
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4030-00 · AUTO RENTAL REVENUE

4030-01 · Automobile Rental - Commission	828,964.24	570,000.00	258,964.24	145.43%
4030-02 · Automobile Rental - Lease Space	30,600.00	29,000.00	1,600.00	105.52%
4030-03 · Automobile Rental - Auto Prkng	102,165.00	62,000.00	40,165.00	164.78%
4030-04 · Automobile Rental - Utilities	1,346.13	2,000.00	-653.87	67.31%

Total 4030-00 · AUTO RENTAL REVENUE	963,075.37	663,000.00	300,075.37	145.26%
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4040-00 · TERMINAL CONCESSION REVENUE

4040-01 · Terminal Shops - Commission	17,413.77	10,000.00	7,413.77	174.14%
4040-03 · Terminal Shops - Utility Fees	1,346.13	2,000.00	-653.87	67.31%
4040-10 · Advertising - Commission	36,153.80	30,000.00	6,153.80	120.51%
4040-11 · Vending Machines - Commission	6,919.21	5,000.00	1,919.21	138.38%
4040-12 · Terminal ATM	500.00	900.00	-400.00	55.56%

Total 4040-00 · TERMINAL CONCESSION REVENUE	62,332.91	47,900.00	14,432.91	130.13%
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4050-00 · FBO REVENUE

4050-01 · FBO - Lease Space	173,900.28	166,500.00	7,400.28	104.45%
4050-02 · FBO - Overnight Parking Fees	380,741.85	375,000.00	5,741.85	101.53%
4050-04 · FBO - Commission	41,740.45	26,000.00	15,740.45	160.54%
4050-07 · FBO - Miscellaneous	150.00	0.00	150.00	100.0%

Total 4050-00 · FBO REVENUE	596,532.58	567,500.00	29,032.58	105.12%
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4060-00 · FUEL FLOWAGE REVENUE

4060-01 · Fuel Flowage - FBO	445,112.13	375,000.00	70,112.13	118.7%
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Total 4060-00 · FUEL FLOWAGE REVENUE	445,112.13	375,000.00	70,112.13	118.7%
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4070-00 · TRANSIENT LANDING FEES REVENUE

4070-02 · Landing Fees - Non-Comm./Gov't	627,065.10	650,000.00	-22,934.90	96.47%
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Total 4070-00 · TRANSIENT LANDING FEES REVENUE	627,065.10	650,000.00	-22,934.90	96.47%
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4080-00 · HANGAR REVENUE

4080-01 · Land Lease - Hangar	673,998.64	649,100.00	24,898.64	103.84%
4080-02 · Land Lease - Hangar/Trans. Fee	52,995.00	23,000.00	29,995.00	230.41%
4080-03 · Hangar/Utilities (E8,11,24)	643.69	0.00	643.69	100.0%
4080-05 · Land Lease - FMA Hangar Rentals	33,697.52	32,960.00	737.52	102.24%

Total 4080-00 · HANGAR REVENUE	761,334.85	705,060.00	56,274.85	107.98%
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4090-00 · TIEDOWN PERMIT FEES REVENUE

4090-01 · Tiedown Permit Fees (FMA)	31,519.85	31,000.00	519.85	101.68%
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Total 4090-00 · TIEDOWN PERMIT FEES REVENUE	31,519.85	31,000.00	519.85	101.68%
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4100-00 · CARGO CARRIERS REVENUE

4100-02 · Cargo Carriers - Tiedown	5,016.00	5,500.00	-484.00	91.2%
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Total 4100-00 · CARGO CARRIERS REVENUE	5,016.00	5,500.00	-484.00	91.2%
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4110-00 · MISCELLANEOUS REVENUE

4110-01 · Misc. Revenue	356.76	5,000.00	-4,643.24	7.14%
4110-09 · Miscellaneous Expense Reimburse	85.90	0.00	85.90	100.0%

	Oct '21 - Sep 22	Budget	\$ Over Budget	% of Budget
Total 4110-00 · MISCELLANEOUS REVENUE	442.66	5,000.00	-4,557.34	8.85%
4120-00 · GROUND TRANSP. PERMIT REVENUE				
4120-01 · Ground Transportation Permit	24,301.66	24,000.00	301.66	101.26%
4120-02 · GTSP - Trip Fee	4,820.00	5,000.00	-180.00	96.4%
Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	29,121.66	29,000.00	121.66	100.42%
4400-00 · TSA/SECURITY				
4400-02 · Terminal Lease	42,425.04	42,000.00	425.04	101.01%
4400-03 · Security Prox. Cards	32,360.00	30,000.00	2,360.00	107.87%
Total 4400-00 · TSA/SECURITY	74,785.04	72,000.00	2,785.04	103.87%
4500-00 · IDAHO STATE GRANT PROGRAM REV.				
4500-22 · SUN-22	200,000.00			
4500-26 · IDOT F208SUN	0.00	0.00	0.00	0.0%
Total 4500-00 · IDAHO STATE GRANT PROGRAM REV.	200,000.00	0.00	200,000.00	100.0%
4520-00 · INTEREST REVENUE				
4520-01 · Interest Revenue - General	24,464.25	15,000.00	9,464.25	163.1%
4520-07 · Interest Revenue - '14 PFC	28.59	0.00	28.59	100.0%
4520-08 · Finance Fee Revenue	0.00	0.00	0.00	0.0%
Total 4520-00 · INTEREST REVENUE	24,492.84	15,000.00	9,492.84	163.29%
4600-00 · CARES Act Grant Operational				
4600-01 · CARES Act Grant Operational	1,999,999.89	2,000,000.00	-0.11	100.0%
Total 4600-00 · CARES Act Grant Operational	1,999,999.89	2,000,000.00	-0.11	100.0%
4742-00 · AIP 42 - Project Air Carr. Apr				
4742-01 · AIP '42 Air Carr. Apron	0.00	0.00	0.00	0.0%
Total 4742-00 · AIP 42 - Project Air Carr. Apr	0.00	0.00	0.00	0.0%
4749-00 · AIP '49 - Acq. SRE/Pavement Mai				
4749-01 · AIP '49 - Acq. SRE/Pavement Mai	1,568.22	0.00	1,568.22	100.0%
Total 4749-00 · AIP '49 - Acq. SRE/Pavement Mai	1,568.22	0.00	1,568.22	100.0%
4750-00 · Terminal Area Plan (TAP)				
4750-01 · Terminal Area Plan	62,356.45	0.00	62,356.45	100.0%
Total 4750-00 · Terminal Area Plan (TAP)	62,356.45	0.00	62,356.45	100.0%
4752-00 · CARES Act				
4752-01 · CARES Act	3,457,122.23	6,536,830.00	-3,079,707.77	52.89%
Total 4752-00 · CARES Act	3,457,122.23	6,536,830.00	-3,079,707.77	52.89%
4753-00 · AIP '53 - Rehabilitate Runway				
4753-01 · AIP '53 - Rehabilitate Runway	1,312,245.35	1,429,688.00	-117,442.65	91.79%
Total 4753-00 · AIP '53 - Rehabilitate Runway	1,312,245.35	1,429,688.00	-117,442.65	91.79%
4756-00 · AIP '56 - Rehab Runway Phase 2				
4756-01 · AIP '56 - Rehab Runway Phase 2	1,889,565.03			
Total 4756-00 · AIP '56 - Rehab Runway Phase 2	1,889,565.03			
4758-00 · AIP '58 - Rehab Runway Phase 3				
4758-01 · AIP '58 - Rehab Runway Phase 3	3,430,987.18			
Total 4758-00 · AIP '58 - Rehab Runway Phase 3	3,430,987.18			
4759-00 · AIP '59 - Acquire Land for Appr				
4759-01 · AIP '59 - Acquire Land for Appr	14,000,000.00			
Total 4759-00 · AIP '59 - Acquire Land for Appr	14,000,000.00			
4800-00 · Current Year AIP	0.00	18,752,000.00	-18,752,000.00	0.0%
49900 · Uncategorized Income	1,249.99			
Total Income	31,577,031.00	33,270,838.00	-1,693,807.00	94.91%
Gross Profit	31,577,031.00	33,270,838.00	-1,693,807.00	94.91%
Expense				
5000 · EXPENDITURES				
5000-00 · "A" EXPENSES				
5000-01 · Salaries - Airport Director	166,290.01	158,371.00	7,919.01	105.0%
5010-00 · Salaries - Deputy Director F&A	113,613.67	106,000.00	7,613.67	107.18%
5010-01 · Salaries - Admin Coordinator	39,429.01	120,000.00	-80,570.99	32.86%

	Oct '21 - Sep 22	Budget	\$ Over Budget	% of Budget
5010-03 · Salaries - Sr Admin Coordinator	55,037.05	71,302.00	-16,264.95	77.19%
5020-00 · Salaries - Deputy Director O&M	121,621.11	100,700.00	20,921.11	120.78%
5030-00 · Salaries - ARFF/OPS Specialist	547,021.20	577,139.00	-30,117.80	94.78%
5030-01 · Salaries - Parking Specialists	28,525.57	42,500.00	-13,974.43	67.12%
5040-00 · Salaries- Security Manager	96,146.37	91,568.00	4,578.37	105.0%
5050-00 · Salaries- Seasonal-Snow Removal	41,460.75	70,000.00	-28,539.25	59.23%
5050-01 · Salaries - Seasonal - Arpt Host	0.00	5,000.00	-5,000.00	0.0%
5050-02 · Salaries - Merit Increase	0.00	79,084.00	-79,084.00	0.0%
5050-03 · Salaries - One-time Pay	3,000.00	5,000.00	-2,000.00	60.0%
5050-04 · Salaries - ARFF Coverage	1,320.00	9,600.00	-8,280.00	13.75%
5060-01 · Overtime - General	0.00	2,000.00	-2,000.00	0.0%
5060-02 · Overtime - Snow Removal	19,890.89	45,000.00	-25,109.11	44.2%
5070-05 · Compensated Absenses Accrued	20,772.75	0.00	20,772.75	100.0%
5100-00 · Retirement	137,186.10	161,550.00	-24,363.90	84.92%
5110-00 · Social Security/Medicare	90,161.42	110,250.00	-20,088.58	81.78%
5120-00 · Life Insurance	0.00	2,000.00	-2,000.00	0.0%
5130-00 · Medical Insurance	232,393.04	255,000.00	-22,606.96	91.14%
5160-00 · Workman's Compensation	18,959.75	20,000.00	-1,040.25	94.8%
5170-00 · Unemployment Claims	0.00	0.00	0.00	0.0%
Total 5000-00 · "A" EXPENSES	1,732,828.69	2,032,064.00	-299,235.31	85.27%
6000 · "B" EXPENDITURES				
6000-0 · "B" EXPENSES - ADMINISTRATIVE				
6000-00 · TRAVEL EXPENSE				
6000-01 · Travel	15,180.51	40,000.00	-24,819.49	37.95%
Total 6000-00 · TRAVEL EXPENSE	15,180.51	40,000.00	-24,819.49	37.95%
6010-00 · SUPPLIES/EQUIPMENT EXPENSE				
6010-01 · Supplies/Equipment - Office	8,120.85	8,000.00	120.85	101.51%
6010-02 · Supplies/Equipment - Parking	1,607.26	1,000.00	607.26	160.73%
6010-03 · Supplies/Equipment - Computer	14,497.52	13,000.00	1,497.52	111.52%
Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE	24,225.63	22,000.00	2,225.63	110.12%
6020-00 · INSURANCE				
6020-01 · Insurance	52,409.00	55,920.00	-3,511.00	93.72%
Total 6020-00 · INSURANCE	52,409.00	55,920.00	-3,511.00	93.72%
6030-00 · UTILITIES				
6030-01 · Utilities - Gas/Terminal	9,105.00	15,000.00	-5,895.00	60.7%
6030-02 · Utilities - Gas/AOB & Cold Stor	6,104.00	4,700.00	1,404.00	129.87%
6030-03 · Utilities - Elect./Runway&PAPI	6,406.00	6,000.00	406.00	106.77%
6030-04 · Utilities - Elec./AOB & Cold St	9,167.78	8,100.00	1,067.78	113.18%
6030-05 · Utilities - Electric/Terminal	51,163.31	56,000.00	-4,836.69	91.36%
6030-06 · Utilities - Telephone	16,735.22	17,200.00	-464.78	97.3%
6030-07 · Utilities - Water	5,982.24	11,000.00	-5,017.76	54.38%
6030-08 · Utilities - Garbage Removal	15,747.48	13,500.00	2,247.48	116.65%
6030-09 · Utilities - Sewer	4,884.30	4,800.00	84.30	101.76%
6030-11 · Utilities - Electric/Tower	5,656.52	5,800.00	-143.48	97.53%
6030-12 · Utilities - Elec./Brdfld.Hghl	695.48	400.00	295.48	173.87%
6030-13 · Utilities - Elec. Exit Booth	1,424.02	2,200.00	-775.98	64.73%
6030-15 · Utilities - Elec/AWOS	2,917.16	3,800.00	-882.84	76.77%
6030-16 · Utilities - Elec. Wind Cone	92.20	150.00	-57.80	61.47%
6030-17 · Utilities - Elec./Gas- Hangar	4,752.18	3,500.00	1,252.18	135.78%
6030-18 · Utilities - Lubricant Wst. Dspl	0.00	600.00	-600.00	0.0%
Total 6030-00 · UTILITIES	140,832.89	152,750.00	-11,917.11	92.2%
6040-00 · SERVICE PROVIDER				
6040-02 · Service Provider - Term. Serv.	6,844.70	8,900.00	-2,055.30	76.91%
6040-03 · Service Provider - AOB Services	53,058.35	52,000.00	1,058.35	102.04%
6040-04 · Service Provider-Ops./Airfield	14,240.00	16,000.00	-1,760.00	89.0%
6040-13 · Service Provider-Parking Lot	2,754.00			

	Oct '21 - Sep 22	Budget	\$ Over Budget	% of Budget
Total 6040-00 · SERVICE PROVIDER	76,897.05	76,900.00	-2.95	100.0%
6050-00 · PROFESSIONAL SERVICES				
6050-01 · Professional Services - Legal	74,083.45	80,000.00	-5,916.55	92.6%
6050-02 · Professional Serv. - Audit/Fina	80,538.30	70,000.00	10,538.30	115.06%
6050-03 · Professional Services - Enginee	36,897.26	25,000.00	11,897.26	147.59%
6050-04 · Professional Services - HR	11,607.50	12,000.00	-392.50	96.73%
6050-05 · Professional Services - Gen.	31,845.41	15,000.00	16,845.41	212.3%
6050-10 · Prof. Svcs.-IT/Comp. Support	93,270.95	80,000.00	13,270.95	116.59%
6050-12 · Prof. Serv.- Planning Air Serv.	1,025.00	8,000.00	-6,975.00	12.81%
6050-13 · Prof. Serv.-Website Hosting	1,190.03	4,000.00	-2,809.97	29.75%
6050-15 · Prof. Serv.-Web Maint-Outreach	32,519.54	42,000.00	-9,480.46	77.43%
6050-17 · Prof. Serv. - Airspace Consult.	0.00	55,000.00	-55,000.00	0.0%
6050-18 · Prof. Services - Approach Maint	4,465.00	8,000.00	-3,535.00	55.81%
6050-19 · Prof. Serv.-ATCT Relocation	23,584.13	55,000.00	-31,415.87	42.88%
6050-20 · Prof Services - New Approach	45,000.00	75,000.00	-30,000.00	60.0%
6050-21 · Professional Services - Other	12,302.50	25,000.00	-12,697.50	49.21%
Total 6050-00 · PROFESSIONAL SERVICES	448,329.07	554,000.00	-105,670.93	80.93%
6060-00 · MAINTENANCE-OFFICE EQUIPMENT				
6060-04 · Maintenance - Copier	1,534.03	2,000.00	-465.97	76.7%
6060-05 · Maintenance - Phone	1,215.00	1,300.00	-85.00	93.46%
Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT	2,749.03	3,300.00	-550.97	83.3%
6070-00 · RENT/LEASE OFFICE EQUIPMENT				
6070-02 · Rent/Lease - Postage Meter	1,170.60	1,200.00	-29.40	97.55%
Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT	1,170.60	1,200.00	-29.40	97.55%
6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E				
6080-01 · Dues/Memberships	6,451.99	6,000.00	451.99	107.53%
6080-04 · Publications	6,353.33	2,500.00	3,853.33	254.13%
Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E	12,805.32	8,500.00	4,305.32	150.65%
6090-00 · POSTAGE				
6090-01 · Postage/Courier Service	1,467.85	1,500.00	-32.15	97.86%
Total 6090-00 · POSTAGE	1,467.85	1,500.00	-32.15	97.86%
6100-00 · EDUCATION/TRAINING				
6100-01 · Education/Training - Admin.	1,683.72	10,000.00	-8,316.28	16.84%
6100-02 · Education/Training - OPS	11,789.37	14,000.00	-2,210.63	84.21%
6100-03 · Education/Training - ARFF	28,022.14	12,000.00	16,022.14	233.52%
6100-06 · Education - Security	250.75	3,000.00	-2,749.25	8.36%
6100-08 · Education/Training - HFD	0.00	5,000.00	-5,000.00	0.0%
Total 6100-00 · EDUCATION/TRAINING	41,745.98	44,000.00	-2,254.02	94.88%
6101-00 · PUBLIC OUTREACH/COMMUNICATIONS				
6101-01 · Advertising/Social Media/Sponso	28,248.55	35,000.00	-6,751.45	80.71%
6101-02 · Public Outr/Comm - Noise Abatem	0.00	500.00	-500.00	0.0%
6101-03 · Public Outr/Comm - SAAC	14,824.14	8,000.00	6,824.14	185.3%
Total 6101-00 · PUBLIC OUTREACH/COMMUNICATIONS	43,072.69	43,500.00	-427.31	99.02%
6110-00 · CONTRACTS				
6110-02 · Contracts - FMAA	41,500.00	42,000.00	-500.00	98.81%
6110-16 · Contracts - Prkg Mngt Fee/Ops	100,975.17	200,000.00	-99,024.83	50.49%
6110-17 · Contracts - Landing Fee Equip.	15,528.00	15,000.00	528.00	103.52%
6110-18 · Contracts - Vector Commissions	81,518.44	97,500.00	-15,981.56	83.61%
Total 6110-00 · CONTRACTS	239,521.61	354,500.00	-114,978.39	67.57%
6130-00 · MISCELLANEOUS EXPENSES				
6130-01 · Misc. - General	13,522.74	15,000.00	-1,477.26	90.15%
6140-00 · Bank Fees	33,694.00	15,000.00	18,694.00	224.63%
6140-01 · Merchant Fees	367.65	250.00	117.65	147.06%
6150-01 · Interest Exp. - Prkg. Lot Equip	0.00	0.00	0.00	0.0%
Total 6130-00 · MISCELLANEOUS EXPENSES	47,584.39	30,250.00	17,334.39	157.3%

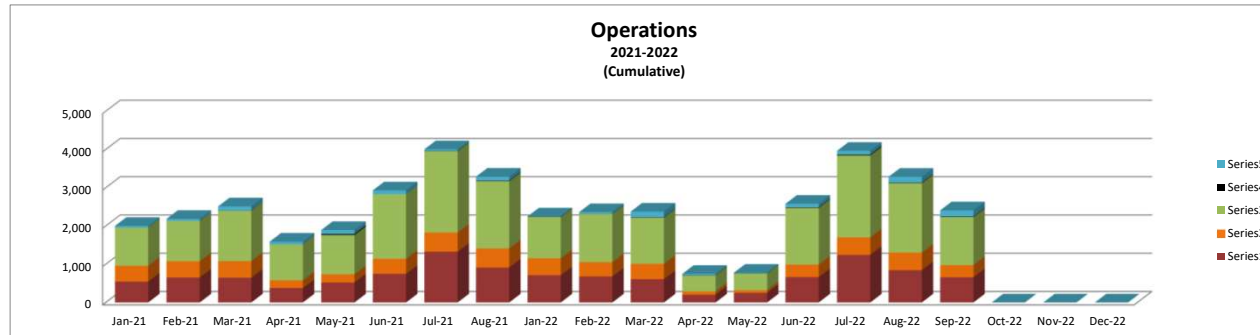
	Oct '21 - Sep 22	Budget	\$ Over Budget	% of Budget
Total 6000-0 · "B" EXPENSES - ADMINISTRATIVE	1,147,991.62	1,388,320.00	-240,328.38	82.69%
6001 · "B" EXPENSES - OPERATIONAL				
6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS				
6500-01 · Supplies/Equipment - General	5,304.51	7,500.00	-2,195.49	70.73%
6500-02 · Supplies/Equipment - Tools	7,324.55	8,000.00	-675.45	91.56%
6500-03 · Supplies/Equipment-ClothingOps	3,541.45	3,500.00	41.45	101.18%
6500-04 · Supplies/Equipment - Janitorial	27,049.51	22,000.00	5,049.51	122.95%
Total 6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS	43,220.02	41,000.00	2,220.02	105.42%
6505-00 · EQUIP/VEHICLE - LEASE/RENTAL				
6505-01 · Eq./Vehi Lease/Rental - General	87,559.16	90,000.00	-2,440.84	97.29%
Total 6505-00 · EQUIP/VEHICLE - LEASE/RENTAL	87,559.16	90,000.00	-2,440.84	97.29%
6510-00 · FUEL/LUBRICANTS				
6510-01 · General	4,450.35	0.00	4,450.35	100.0%
6510-02 · Fuel	42,966.87	50,000.00	-7,033.13	85.93%
6510-03 · Lubricants	2,638.07	5,000.00	-2,361.93	52.76%
Total 6510-00 · FUEL/LUBRICANTS	50,055.29	55,000.00	-4,944.71	91.01%
6520-00 · VEHICLES/MAINTENANCE				
6520-01 · R/M Equipment - General	16,187.14	19,000.00	-2,812.86	85.2%
6520-06 · R/M Equip. - '85 Ford Dump	394.71	1,000.00	-605.29	39.47%
6520-08 · R/M Equip. - '96 Tiger Tractor	0.00	1,200.00	-1,200.00	0.0%
6520-17 · R/M Equip. '01 Case 921 Ldr.	0.00	500.00	-500.00	0.0%
6520-20 · R/M Equip. - '02 Kodiak Blower	2,794.68	750.00	2,044.68	372.62%
6520-25 · R/M Equip. - '04 Batts De-Ice	120.79	500.00	-379.21	24.16%
6520-28 · R/M Equip.-'06 Case 621 Loader	179.10	1,000.00	-820.90	17.91%
6520-29 · R/M Equip. - '10 Waus Broom/Plow	0.00	1,100.00	-1,100.00	0.0%
6520-30 · R/M Equip.-'05 Ford F-350	65.90	1,600.00	-1,534.10	4.12%
6520-31 · R/M Equip. - '10 Oshkosh Blower	785.80	3,500.00	-2,714.20	22.45%
6520-32 · R/M Equip. - '09 Mini Truck	0.00	350.00	-350.00	0.0%
6520-34 · R/M Equip. - '12 Case 921F Load	0.00	2,500.00	-2,500.00	0.0%
6520-35 · R/M Equip. - '14 Ford Explorer	346.60	3,100.00	-2,753.40	11.18%
6520-36 · R/M Equip. - '10 Toyota Forklif	0.00	250.00	-250.00	0.0%
6520-37 · R/M Equip. - '15 Tool Cat	3,156.83	400.00	2,756.83	789.21%
6520-38 · R/M Equip. - '15 Wausau Broom	8,419.15	10,500.00	-2,080.85	80.18%
6520-40 · R/M Equip. - '17 Ford-350 Super	5,325.60	4,400.00	925.60	121.04%
6520-41 · R/M Equip. - '17 Kodiak Blower	414.93	1,500.00	-1,085.07	27.66%
6520-43 · R/M Equip. - '18 279D Skid St.	725.60	500.00	225.60	145.12%
6520-44 · R/M Equip. - '18 Cat 972M Ldr	1,076.36	1,000.00	76.36	107.64%
6520-45 · R/M Equip. - '19 Oshkosh Broom	0.00	10,500.00	-10,500.00	0.0%
6520-46 · R/M Equip. - '20 Chev. 1500 PU	2,787.41	3,500.00	-712.59	79.64%
6520-47 · R/M Equip. - '19 Cat 972M Ldr	373.42	1,000.00	-626.58	37.34%
6520-48 · R/M Equip.-'18 New Holland Trac	0.00	1,000.00	-1,000.00	0.0%
6520-49 · R/M Equip. - '21 MB Combo	2,077.59	11,000.00	-8,922.41	18.89%
6520-50 · R/M Equip. - '22 MB Combo	2,531.15	10,000.00	-7,468.85	25.31%
6520-51 · R/M Equip. - '22 MB Deice Truck	212.28	3,000.00	-2,787.72	7.08%
6520-52 · R/M Equip. - '22 MB4 Blower	72.44	1,000.00	-927.56	7.24%
6520-53 · R/M Equip. - '22 F-350	285.99			
6520-00 · VEHICLES/MAINTENANCE - Other	2,646.73			
Total 6520-00 · VEHICLES/MAINTENANCE	50,980.20	95,650.00	-44,669.80	53.3%
6530-00 · ARFF MAINTENANCE				
6530-01 · ARFF Maint. Gen/Supplies	7,583.40	10,000.00	-2,416.60	75.83%
6530-03 · ARFF Maint. - '87 Oshkosh	0.00	400.00	-400.00	0.0%
6530-04 · ARFF Maint. - Radios	6,594.96	3,500.00	3,094.96	188.43%
6530-05 · ARFF MAint. - '03 E-One	2,422.47	2,500.00	-77.53	96.9%
6530-06 · ARFF Maint. - '20 Oshkosh Strik	1,943.58	1,000.00	943.58	194.36%
Total 6530-00 · ARFF MAINTENANCE	18,544.41	17,400.00	1,144.41	106.58%
6540-00 · REPAIRS/MAINTENANCE - BUILDING				

	Oct '21 - Sep 22	Budget	\$ Over Budget	% of Budget
6540-01 · R/M Bldg. - General	-13.42	1,500.00	-1,513.42	-0.9%
6540-02 · R/M Bldg. - Terminal	188,033.67	110,000.00	78,033.67	170.94%
6540-03 · R/M Bldg. - Terminal Concession	4,146.46	2,500.00	1,646.46	165.86%
6540-04 · R/M Bldg. - Cold Storage	965.93	1,500.00	-534.07	64.4%
6540-05 · R/M Bldg. - AOB/SHOP	18,103.42	15,000.00	3,103.42	120.69%
6540-06 · R/M Bldg. - Hangars	0.00	5,000.00	-5,000.00	0.0%
6540-07 · R/M Bldg. - Tower	7,124.83	7,000.00	124.83	101.78%
6540-08 · R/M Bldg. - Parking Booth	403.00	1,000.00	-597.00	40.3%
Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING	218,763.89	143,500.00	75,263.89	152.45%
6550-00 · REPAIRS/MAINTENANCE - AIRSIDE				
6550-01 · R/M - General	15,353.63	8,000.00	7,353.63	191.92%
6550-02 · R/M - Airfield/Runway	18,667.43	60,000.00	-41,332.57	31.11%
6550-03 · R/M - Airfield/Runway - Deice	93,069.24	120,000.00	-26,930.76	77.56%
6550-04 · R/M - Lights	14,096.90	15,000.00	-903.10	93.98%
Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE	141,187.20	203,000.00	-61,812.80	69.55%
6551-00 · REPAIRS/MAINTENANCE - LANDSIDE				
6551-01 · RM - General	1,321.71	1,000.00	321.71	132.17%
6551-02 · R/M - Parking Lot	10,067.81	7,000.00	3,067.81	143.83%
6551-03 · R/M - Landscaping	8,369.04	11,000.00	-2,630.96	76.08%
Total 6551-00 · REPAIRS/MAINTENANCE - LANDSIDE	19,758.56	19,000.00	758.56	103.99%
6560-00 · SECURITY EXPENSE				
6560-01 · Security - General	18,442.15	22,000.00	-3,557.85	83.83%
6560-02 · Security - Law Enf. Offi. (LEO)	6,474.62	10,000.00	-3,525.38	64.75%
6560-03 · Security - Subscription Licen.	56,873.40	61,665.00	-4,791.60	92.23%
6560-04 · Security - Perim./Access/CCTV	18,942.82	18,000.00	942.82	105.24%
6560-05 · Security - Professional Serv.	16,800.00	10,900.00	5,900.00	154.13%
6560-06 · Security - Prof. Services/IT	0.00	0.00	0.00	0.0%
Total 6560-00 · SECURITY EXPENSE	117,532.99	122,565.00	-5,032.01	95.89%
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU				
6570-01 · R/M Aeronautical Equip - NDB/DME	8,601.80	10,000.00	-1,398.20	86.02%
6570-02 · R/M Aeronautical Equip. - Tower	5,664.22	8,000.00	-2,335.78	70.8%
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	9,697.67	8,500.00	1,197.67	114.09%
6570-05 · R/M Aeron. Equip/- Aircraft Ca	0.00	0.00	0.00	0.0%
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU	23,963.69	26,500.00	-2,536.31	90.43%
Total 6001 · "B" EXPENSES - OPERATIONAL	771,565.41	813,615.00	-42,049.59	94.83%
Total 6000 · "B" EXPENDITURES	1,919,557.03	2,201,935.00	-282,377.97	87.18%
7000 · "C" EXPENSES				
7001-00 · CAPITAL EXPENDITURES				
7001-01 · Land	15,526,574.69	0.00	15,526,574.69	100.0%
7001-02 · Buildings and Improvements	67,091.45	1,262,000.00	-1,194,908.55	5.32%
7001-03 · Airfield & General Improvements	1,056,488.28	1,485,000.00	-428,511.72	71.14%
7001-05 · Maintenance Equipment /Vehicle	48,082.75	50,000.00	-1,917.25	96.17%
7001-06 · Assessments/Plans/Studies	137,365.13	99,000.00	38,365.13	138.75%
7001-09 · Security Equipment	16,320.73	20,000.00	-3,679.27	81.6%
7001-10 · SRE Aquisition Non-AIP	2,059,788.81	2,120,830.00	-61,041.19	97.12%
7001-99 · CONTINGENCY	0.00	1,000,000.00	-1,000,000.00	0.0%
Total 7001-00 · CAPITAL EXPENDITURES	18,911,711.84	6,036,830.00	12,874,881.84	313.27%
7548-00 · AIP '48 EXPENSE - LAND ACQU				
7548-01 · AIP '48 - Eligible	0.00	0.00	0.00	0.0%
7548-02 · AIP ' 48 - Non-Eligible	1,190.00	0.00	1,190.00	100.0%
Total 7548-00 · AIP '48 EXPENSE - LAND ACQU	1,190.00	0.00	1,190.00	100.0%
7549-00 · AIP '49 - SRE Aqu., Pavement Ma				
7549-01 · AIP '49 - Eligible	1,568.22	0.00	1,568.22	100.0%
Total 7549-00 · AIP '49 - SRE Aqu., Pavement Ma	1,568.22	0.00	1,568.22	100.0%
7550-00 · Terminal Area Plan (TAP)				

	Oct '21 - Sep 22	Budget	\$ Over Budget	% of Budget
7550-01 · AIP '50 - Eligible	62,356.45	0.00	62,356.45	100.0%
Total 7550-00 · Terminal Area Plan (TAP)	62,356.45	0.00	62,356.45	100.0%
7551-00 · EA - Land Acq - Approach Protec				
7551-01 · AIP '51 - Eligible	8,257.84	0.00	8,257.84	100.0%
Total 7551-00 · EA - Land Acq - Approach Protec	8,257.84	0.00	8,257.84	100.0%
7553-00 · AIP '53 - Rehab RW, TW & Apron				
7553-01 · AIP '53 - Eligible	1,398,824.98			
Total 7553-00 · AIP '53 - Rehab RW, TW & Apron	1,398,824.98			
7556-00 · AIP '56 - Rehab Runway Phase 2				
7556-01 · AIP '56 - Eligible	1,926,198.66			
Total 7556-00 · AIP '56 - Rehab Runway Phase 2	1,926,198.66			
7558-00 · AIP '58 - Rehab Runway Phase 3				
7558-01 · AIP '58 - Eligible	4,101,599.16			
Total 7558-00 · AIP '58 - Rehab Runway Phase 3	4,101,599.16			
7559-00 · AIP '59 - Acquire Land				
7559-01 · AIP '59 - Eligible	32,851.96			
Total 7559-00 · AIP '59 - Acquire Land	32,851.96			
8500-00 · Capital Imp. Program (CIP)				
8501-00 · CIP - General				
8501-01 · General	0.00	23,727,000.00	-23,727,000.00	0.0%
8501-00 · CIP - General - Other	0.00	0.00	0.00	0.0%
Total 8501-00 · CIP - General	0.00	23,727,000.00	-23,727,000.00	0.0%
Total 8500-00 · Capital Imp. Program (CIP)	0.00	23,727,000.00	-23,727,000.00	0.0%
Total 7000 · "C" EXPENSES	26,444,559.11	29,763,830.00	-3,319,270.89	88.85%
Total 5000 · EXPENDITURES	30,096,944.83	33,997,829.00	-3,900,884.17	88.53%
Total Expense	30,096,944.83	33,997,829.00	-3,900,884.17	88.53%
Net Ordinary Income	1,480,086.17	-726,991.00	2,207,077.17	-203.59%
Net Income	1,480,086.17	-726,991.00	2,207,077.17	-203.59%

**Friedman Memorial Airport
September 2022**

ATCT Traffic Operations Record																						
Month	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
January	3,622	3,893	3,912	2,600	3,028	2,787	4,547	2,520	2,070	2,379	2,408	2,098	2,454	2,128	2,249	1,842	1,665	2,019	2,172	1,987	2,001	2,250
February	4,027	4,498	3,073	3,122	3,789	3,597	3,548	2,857	2,244	2,647	2,117	2,205	2,612	1,417	2,268	2,533	1,629	1,914	1,187	2,253	2,185	2,362
March	4,952	5,126	3,086	4,097	3,618	2,918	4,677	3,097	2,145	2,709	1,813	1,921	2,753	1,924	2,023	1,917	1,895	1,860	2,016	1,480	2,512	2,376
April	2,494	3,649	2,213	2,840	2,462	2,047	2,581	2,113	1,724	1,735	1,604	1,513	1,509	1,210	1,337	1,380	1,426	1,257	1,116	616	1,590	748
May	3,905	4,184	2,654	3,282	2,729	2,134	1,579	2,293	2,280	1,891	1,533	1,693	1,852	555	668	1,501	1,802	1,442	1,174	1,127	1,894	779
June	4,787	5,039	4,737	4,438	3,674	3,656	5,181	3,334	2,503	3,019	2,898	2,761	3,203	2,164	2,387	2,475	2,502	2,552	2,292	2,069	2,931	2,580
July	6,359	8,796	6,117	5,910	5,424	5,931	7,398	4,704	4,551	5,005	5,004	4,810	5,345	4,345	4,159	4,562	4,573	5,033	4,266	3,356	4,005	3,965
August	6,479	6,917	5,513	5,707	5,722	6,087	8,196	4,570	4,488	4,705	4,326	3,823	4,644	3,114	2,932	3,719	3,873	3,175	3,260	2,859	3,289	3,286
September	3,871	4,636	4,162	4,124	4,609	3,760	4,311	2,696	3,376	3,128	3,359	2,396	2,403	2,237	2,292	2,379	2,036	2,224	2,235	2,692	2,884	2,408
October	3,879	3,656	3,426	2,936	3,570	3,339	3,103	2,134	2,145	2,012	1,886	1,658	1,874	1,760	1,789	1,377	1,939	1,670	1,571	2,212	2,128	0
November	3,082	2,698	2,599	2,749	2,260	2,912	2,892	1,670	1,901	1,309	1,114	1,325	1,475	908	1,229	1,314	1,135	1,392	1,328	1,365	1,665	0
December	3,401	2,805	3,247	3,227	2,722	3,834	2,699	1,848	2,272	1,811	2,493	2,066	2,016	1,545	1,482	1,717	2,217	2,033	1,960	2,051	2,018	0
Totals	50,858	55,897	44,739	45,032	43,607	43,002	50,712	33,836	31,699	32,350	30,555	28,269	32,140	23,307	24,815	26,716	26,692	26,571	24,577	24,067	29,102	20,754

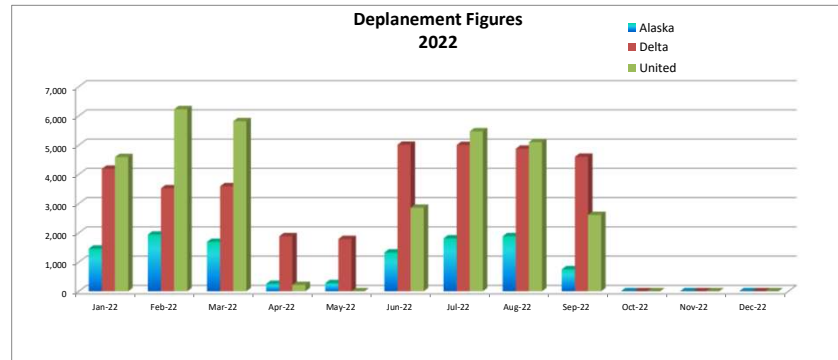
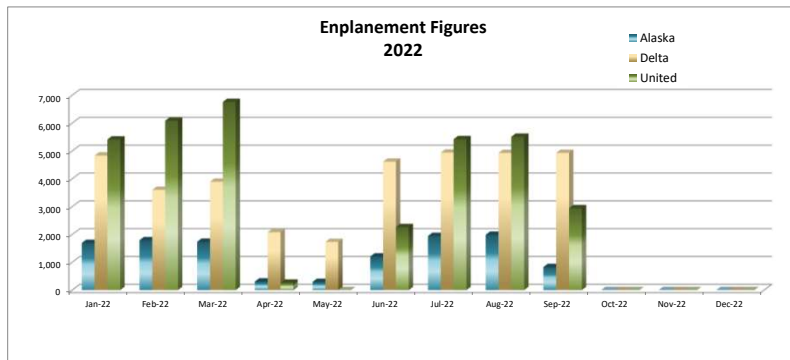


ATCT Operations Change (September 2021 vs. September 2022)			
	2022	2021	% Change
Air Taxi	658	733	-10.2%
Air Carrier	318	307	3.6%
General Aviation	1,257	1,712	-26.6%
Military	11	10	10.0%
Civil	164	122	34.4%
Total	2,408	2,884	-16.5%
YTD Total	20,754	23,291	-10.9%

**Friedman Memorial Airport
September 2022**

2022 Enplanements																		
Date	Alaska Airlines					Delta Airlines					United Airlines					Total Enp.	Prior Year Total Enp.	Total % Change
	Revenue	Non-Revenue	Total	Prior Year	Total % Change	Revenue	Non-Revenue	Total	Prior Year	Total % Change	Revenue	Non-Revenue	Total	Prior Year	Total % Change			
				Month					Month					Month				
Jan-22	1,650	46	1,696	1,416	20%	4,771	65	4,836	3,168	53%	5,365	48	5,413	1,953	177%	11,945	6,537	82.7%
Feb-22	1,769	24	1,793	1,907	-6%	3,571	34	3,605	3,859	-7%	6,040	45	6,085	2,081	192%	11,483	7,847	46.3%
Mar-22	1,696	42	1,738	2,038	-15%	3,850	47	3,897	4,918	-21%	6,708	53	6,761	2,576	162%	12,396	9,532	30.0%
Apr-22	298	11	309	127	143%	2,055	27	2,082	3,960	-47%	267	1	268	0	100%	2,659	4,087	-34.9%
May-22	281	15	296	554	-47%	1,708	26	1,734	4,207	-59%	0	0	0	0	100%	2,030	4,761	-57.4%
Jun-22	1,159	49	1,208	1,650	-27%	4,551	65	4,616	5,445	-15%	2,232	34	2,266	1,693	34%	8,090	8,788	-7.9%
Jul-22	1,888	59	1,947	2,004	-3%	4,880	62	4,942	6,602	-25%	5,356	67	5,423	4,266	27%	12,312	12,872	-4.4%
Aug-22	1,936	53	1,989	2,069	-4%	4,869	59	4,928	6,694	-26%	5,434	77	5,511	4,200	31%	12,428	12,963	-4.1%
Sep-22	809	20	829	838	-1%	4,859	73	4,932	5,471	-10%	2,891	54	2,945	1,870	57%	8,706	8,179	6.4%
Totals	11,486	319	11,805	12,603	-6%	35,114	458	35,572	44,324	-20%	34,293	379	34,672	18,639	86%	82,049	75,566	8.6%

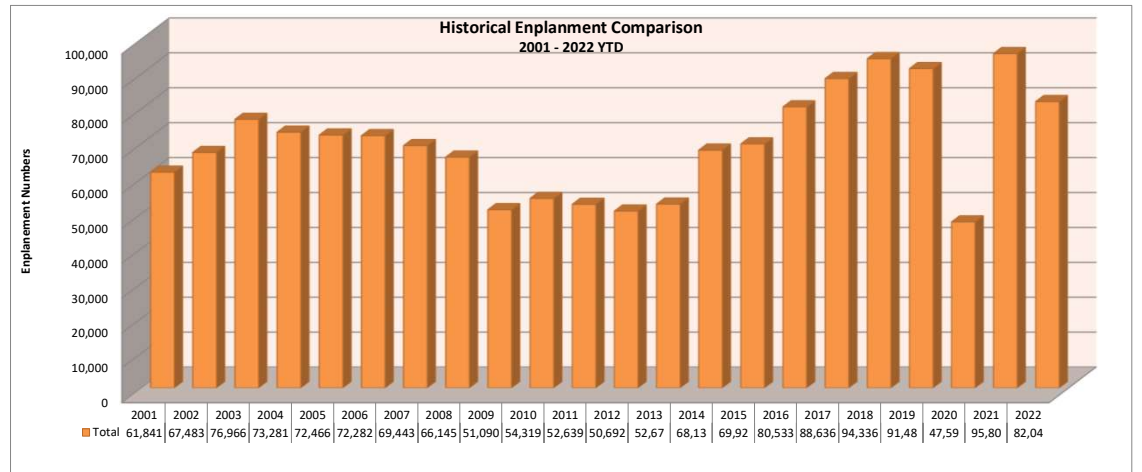
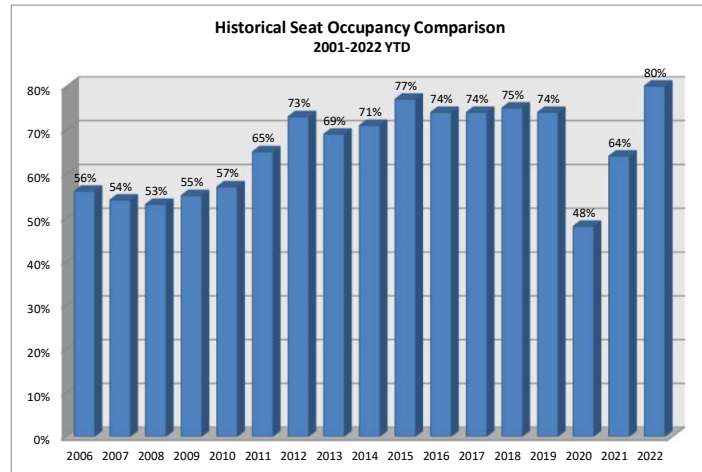
2022 Deplanements																		
Date	Alaska Airlines					Delta Airlines					United Airlines					Total Dep.	Prior Year Total Dep.	Total % Change
	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change			
Jan-22	1,426	31	1,457	969	50%	4,117	71	4,188	2,557	64%	4,542	47	4,589	1,147	300%	10,234	4,673	119.0%
Feb-22	1,908	29	1,937	1,986	-2%	3,487	34	3,521	3,967	-11%	6,195	31	6,226	2,215	181%	11,684	8,168	43.0%
Mar-22	1,632	56	1,688	1,805	-6%	3,539	51	3,590	4,870	-26%	5,761	55	5,816	2,247	159%	11,094	8,922	24.3%
Apr-22	246	6	252	96	100%	1,844	37	1,881	3,270	-42%	211	3	214	0	100%	2,347	3,366	-30.3%
May-22	266	11	277	565	-51%	1,761	24	1,785	4,682	-62%	0	0	0	0	100%	2,062	5,247	-60.7%
Jun-22	1,273	53	1,326	1,558	-15%	4,960	49	5,009	6,460	-22%	2,808	47	2,855	2,005	42%	9,190	10,023	-8.3%
Jul-22	1,749	57	1,806	1,727	5%	4,940	61	5,001	7,015	-29%	5,419	49	5,468	4,468	22%	12,275	13,210	-7.1%
Aug-22	1,821	59	1,880	1,756	7%	4,799	75	4,874	6,188	-21%	5,021	77	5,098	3,701	38%	11,852	11,645	1.8%
Sep-22	723	28	751	750	0%	4,516	81	4,597	5,013	-8%	2,565	44	2,609	1,733	51%	7,957	7,496	6.1%
Totals	11,044	330	11,374	11,212	1%	33,963	483	34,446	44,022	-22%	32,522	353	32,875	17,516	88%	78,695	72,750	8.2%



**Friedman Memorial Airport
September 2022**

2022 Seat Occupancy																		
Date	Alaska Airlines				Delta Airlines				United Airlines				Seat Occupancy Totals			Seat Occupancy Totals Prior Year Comparison		
	Departure Flights	Seats Available*	Seats Occupied	Percent Occupied	Departure Flights	Seats Available*	Seats Occupied	Percent Occupied	Departure Flights	Seats Available*	Seats Occupied	Percent Occupied	Total Seats Available	Total Seats Occupied	Total Percent Occupied	% Change Total Seats Available	% Change Total Seats Occupied	Change in Load Factor %
Jan-22	29	2,204	1,696	77%	85	5,968	4,836	81%	104	7,280	5,413	74%	15,452	11,945	77%	3%	83%	34%
Feb-22	28	2,128	1,793	84%	56	3,932	3,605	92%	102	7,176	6,085	85%	13,236	11,483	87%	-11%	46%	34%
Mar-22	27	2,052	1,738	85%	62	4,352	3,897	90%	109	7,660	6,761	88%	14,064	12,396	88%	-9%	30%	26%
Apr-22	5	380	309	81%	35	2,450	2,082	85%	4	280	268	96%	3,110	2,659	85%	-55%	-35%	26%
May-22	7	532	296	56%	28	1,966	1,734	88%	0	0	0	0%	2,498	2,030	81%	-67%	-57%	19%
Jun-22	23	1,748	1,208	69%	84	5,886	4,616	78%	53	3,722	2,266	61%	11,356	8,090	71%	-16%	-8%	6%
Jul-22	31	2,356	1,947	83%	93	6,522	4,942	76%	101	7,082	5,423	77%	15,960	12,312	77%	-9%	-4%	3%
Aug-22	31	2,356	1,989	84%	93	6,516	4,928	76%	101	7,076	5,511	78%	15,948	12,428	78%	-9%	-4%	4%
Sep-22	13	988	829	84%	87	6,090	4,932	81%	53	3,716	2,945	79%	10,794	8,706	81%	-1%	6%	6%
Totals	194	14,744	11,805	80%	623	43,682	35,572	81%	627	43,992	34,672	79%	102,418	82,049	80%	-14%	9%	17%

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





What do I need to know about EPA's Proposed Endangerment Finding for Lead Emissions from Piston Aircraft?

Eliminate Aviation Gasoline Lead Emissions (EAGLE) White Paper

EAGLE is pleased to acknowledge that the U.S. Environmental Protection Agency (EPA) has issued a proposed finding on Friday, October 7, that lead (Pb) emissions from aircraft operating on leaded fuel cause or contribute to air pollution which may reasonably be anticipated to endanger public health ([EPA Proposes Endangerment Finding for Lead Emissions from Aircraft Engines that Operate on Leaded Fuel | US EPA](#)). EPA's notice does not impose any new requirements on, nor limit the distribution, sale or use of the current aviation gasoline which is necessary for safe operation of the current fleet.

This EPA action, if finalized, begins a multistep regulatory process involving both the EPA and FAA. When coupled with the ongoing EAGLE initiative, these efforts facilitate an orderly and safe transition to a lead-free avgas future.

The general aviation community remains committed to removing lead from aviation gasoline through the EAGLE initiative. EAGLE is an industry/federal government collaborative initiative established to support the development and qualification of unleaded fuels and assist with logistics in getting those fuels to market, while ensuring the availability of high octane aviation gasoline for reasons of safety. The stated EAGLE goal is to transition to lead-free aviation fuels for piston aircraft by the end of 2030 without compromising the safe and efficient operation of the fleet and the economic health of the general aviation community.

Key Issues Surrounding this Proposed Finding

High octane aviation gasoline is a vital element of the piston engine aircraft safety system. The 100LL used today has its origins in the development of high-performance, a.k.a. high-compression aircraft engines necessary to enable reliable and economical commercial flight. Lead is used as an additive to create the very high-octane levels required to prevent detonation (engine knock) in high-performance aircraft engines where operation with inadequate fuel octane can result in catastrophic engine failures.

The proposed endangerment finding does not require any action to be taken by, nor does it place any regulatory burdens on airports, local, state, tribal or territorial governments operating airports, pilots, aircraft owners, FBO's or fuel suppliers.



An EPA proposed endangerment finding is just the first step in a multistep regulatory process under the Clean Air Act. The proposed endangerment finding does not require any action to be taken by, nor does it place any regulatory burdens on airports, local, state, tribal or territorial governments operating airports, pilots, aircraft owners, FBO's or fuel suppliers.

As currently provided in federal law, the proposed finding and any final endangerment finding cannot be used by airport owners and operators of federally obligated airports to impose unreasonable restrictions on, limit the sale or use of leaded fuels at airports, compel practices that degrade aviation safety, or close the airport.

Airports and airport sponsors, as well as service providers, need to facilitate a predictable, safe, and secure transition by ensuring the supply of 100LL is available for aircraft that require 100LL. It cannot be stressed enough to state that having a reliable and predictable network of airports maintaining 100LL fuel during the transition period is critical to providing a safe operating environment for over 220,000 piston-powered aircraft that operate privately and commercially across the U.S.

The GA industry and EAGLE support initiatives to reduce near-term lead emissions at airports by making lower octane unleaded avgas available in a responsible manner, minimizing idling and run-up times consistent with safe operating practices, and increasing distance between run up locations and people on/off airport. The National Air Transportation Association's (NATA) [white paper](#) provides a resource, suggesting four key phases for fuel providers working to offer unleaded avgas in addition to 100LL: Discovery, Preliminary Communications, Infrastructure Considerations, and Final Communications.

Eliminate Aviation Gas Lead Emission (EAGLE)

Aviation and petroleum industry stakeholders and the U.S. government fully support a comprehensive government-industry partnership, with the goal of transitioning to lead-free aviation fuels for piston-engine aircraft by the end of 2030. The EAGLE initiative will help expand and accelerate government and industry actions and investment. In addition, EAGLE is focused on establishing the necessary policies and activities to permit both new and existing general aviation piston aircraft to operate lead-free without compromising safety, or the economic health of the general aviation industry and the public benefits it provides. The EAGLE initiative is conducting activities under four pillars:

- Regulation, Policy, and Programmatic Activities: Work is focused on the government policies and processes needed in areas such as lead emissions standards, and infrastructure as well as conducting outreach to industry stakeholders and international partners. This includes support for the EPA endangerment finding process under the Clean Air Act.
- Unleaded Fuel Evaluation and Authorization: Work focuses on the testing, evaluation, and qualifications necessary for a viable, safe, high-octane unleaded replacement for 100 octane low lead (100LL) and issuance of an FAA eligible fleet authorization.



Research, Development, and Innovation: Work focuses on research and testing, effective and timely certification of advanced technology designs, and operational procedures to address the technical challenges associated with high-performance engines and unleaded fuels.

- Supply Chain Infrastructure and Deployment: Work is focused on supporting policy and regulatory proposals for maintaining 100LL availability and airport access to ensure safety during the transition and on supporting standards and regulatory pathways to market for the production, distribution, and servicing of the new unleaded fuel, including government incentive and policy programs.

The EAGLE initiative is ambitious and comprehensive with activity under all pillars well underway—

Progress towards Unleaded Replacements for 100LL

There are currently four fuel developers working toward authorization and commercial deployment of high-octane unleaded fuels which are potentially viable replacements for 100LL. Afton/Phillips 66 and Lyondell/VP Racing fuels are working through the Piston Aviation Fuels Initiative (PAFI). General Aviation Modifications Inc. (GAMI) and Swift Fuels are working through the FAA Supplemental Type Certification (STC) process for evaluation and approval, with GAMI recently receiving an FAA issued STC, allowing their 100-octane unleaded fuel (G100UL) to be used in a broad portion of the spark-ignition piston-aircraft fleet.

The status and outcomes of the efforts to obtain FAA authorization and the successful commercial deployment of these high-octane unleaded fuel candidates will be key in achieving a lead-free future by the end of 2030.

To participate in EAGLE and receive routine updates, please send your interest to:
flyeagle2030@gmail.com

EPA/FAA Regulatory Process and Next Steps as prescribed by the Clean Air Act

Step 1: EPA's Endangerment Finding. Under the Clean Air Act, the EPA has the authority to find that a particular air pollutant emitted from aircraft engines "causes, or contributes to, air pollution which may reasonably be anticipated to endanger public health or welfare." This process involves studying the pollutant in question, its sources and quantities, then publishing a proposed finding (which is where we are currently) followed by a potential final finding of endangerment after weighing public comment.



As stated on EPA's website, "After evaluating comments on the proposal, we plan to issue any final endangerment finding in 2023." It should be noted that a final finding could be either endangerment or non-endangerment. Assuming the final finding in 2023 concludes that lead emissions from piston engine aircraft does cause, or contribute to, air pollution which may reasonably be anticipated to endanger public health or welfare (otherwise known as a *positive endangerment finding*), EPA then moves to a regulatory action in step 2a below.

Upon the finalization of EPA's positive endangerment finding in 2023, the FAA has an obligation to "prescribe standards for the composition or chemical or physical properties of an aircraft fuel or fuel additive" as described in step 2b below. The EPA and FAA steps outlined in 2a and 2b below will most likely occur concurrently.

Step 2a: EPA's Aircraft Emissions Standards. Once the EPA determines that a pollutant endangers public health or welfare, it triggers a statutory requirement under the Clean Air Act for EPA to propose and promulgate engine emission standards to address lead pollution from aircraft. The EPA must consult with the FAA to consider technology, safety, and noise when establishing aircraft engine emission standards. The development of these standards will entail another proposed and final rulemaking allowing for public comment and input. It is reasonable to expect this process to take approximately 2 years as there are no lead emission standards currently in place.

Step 2b: FAA's Fuel Standards. Following a positive endangerment finding by the EPA in 2023 for lead emissions from aircraft piston engines, the FAA is obligated under statute 49 USC 44714 to regulate it both as a fuel component and as a fuel additive. This would be another rulemaking process that will be codified in Title 14 of the Code of Federal Regulations and will take the usual rulemaking steps that would last approximately 2 years.

Under the Clean Air Act, the EPA has the authority to find that a particular air pollutant emitted from aircraft engines "causes, or contributes to, air pollution which may reasonably be anticipated to endanger public health or welfare." This process involves studying the pollutant in question, its sources, and quantities, then publishing a proposed finding (today) followed by a final finding of endangerment after weighing public comment (2023).

Step 3: FAA's Certification Standards. Once EPA has promulgated lead emissions standards for piston-engine aircraft, the FAA is responsible for enforcing EPA regulations according to sections 231 and 232 of the Clean Air Act. This is yet another multiyear process involving proposed rulemaking, public comment, and internal government coordination. The publication of a final rule does not in and of itself implement an immediate ban on the use of lead in aviation gasoline; however, it does signal its inevitable and eventual prohibition.

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Subject: asbestos no more!
Date: Tuesday, October 4, 2022 1:20:32 PM

Folks,

Back in the day the forested moraine on the west side of Sawtooth Valley was called "The Asbestos Forest." At high elevation and often covered with snow into July and even August, fuel moisture remained too high for any serious threat of the type of conflagrations we are seeing today. Welcome to the age of climate change!

That a fire which started from a lightning strike on August 14th if reporting is accurate, to receive insufficient attention and suppression resources when decision makers involved should have had data on fuel moisture no doubt revealing *beyond* extreme conditions, is an abject failure by oversight on the Sawtooth National Forest, no doubt why a new Forest Supervisor has arrived at the Supervisor's Office in Twin.

I have always believed that anyone making such decisions should have met the requirement of having participated in the manual construction of at least five miles of containment line, and not be making those decisions from an office. This was also the opinion of the crew leaders I worked with on active fires who were occasionally second-guessed by superiors in the chain of command issuing orders from distant, city locations. Hopefully, a more collaborative process these days.

Our fair valley was fortunate to have Beth Lund as Incident Commander on a couple of our fires. When she came to Lowman the good-ole-boys were skeptical about this former Mendocino Hot-Shot Crew Foreman being hired as Fire Management Officer. She was and is the *best*. I worked on a twenty-man crew she led at times during fire season for a couple of years in the mid-80s. We hiked at twilight onto fires, always better to be fighting fire at night, and commonly had the containment line completed before the Jumpers arrived at dawn. The Boise Hot-Shots attempted to recruit a couple of *animals* on our crew, including a 160 lb. Polish kid who grew up poor on an Indian Reservation in Minnesota. No one on this planet could work as hard for as long as he could, and not a macho, competitive bone in his body.

Ross Fork...so it was mistakenly assumed that a fire in a remote and rural location in mid-August would burn for a while reducing fuel loading, lying down as the burning period shortened with expectations temperatures would decline in late August into September, never gaining enough momentum to create its own weather and the massive convection currents which are a characteristic of such major fires.

Temperatures did not moderate, record and near-record highs arrived and the fire blew up threatening cabins and summer homes at Smiley Creek. If not for a dramatic downward shift in temperatures a couple of days prior to the arrival of the Ross Fork Fire to Smiley Creek, I believe most of the structures in the area would have been lost. Yes, the efforts of firefighters was and continues to be heroic, but there are conditions and times there is nothing much humans can do to combat this force of nature which often creates firestorms and even tornadic events. Firestorms and massive hurricanes, welcome again to the age of climate change!

After Yellowstone in 1988, land management agencies were understandably a little jumpy regarding fires. Because of timber values, that year the Boise NF would not release Red Card Qualified Personnel to Yellowstone, and I spent the entire summer on the Boise NF being dumped by helicopter onto one of the many lightning caused fires that were immediately and aggressively knocked down, a white-knuckle summer indeed.

Having been a Winter Recreation Volunteer living at Russian John Ranger Station winters of '82/'83, '83/'84, setting the free XC-ski trails at North Fork, Prairie Creek, and Billy's Bridge on a massive, ancient Alpine snow machine, and digging snow pits on Galena to determine avalanche hazard, many of the SNRA staff became friends...RIP Heppy!

So, in 1989 the SNRA hooked me up as Engine Crew Foreman at the FS compound south of Stanley and just north of the entrance to Redfish. Like the Ross Fork Fire, a lightning strike started a remote fire at high elevation later in the fire season in the McPhearson Creek drainage at the top of the South Fork of the Payette River watershed in the Sawtooth Wilderness. Fire Science was rapidly growing as an academic discipline, so a "*let burn*" policy had been established for the Sawtooth Wilderness. After Yellowstone the previous year, and with the Lowman Fire Complex still burning, aggressive suppression activity was engaged. I'm sure the owners of Sawtooth Lodge at Grandjean and owners of summer homes at Wapiti Creek were on the phone to Idaho's Congressional Delegation demanding action.

Brief side note: While over the years I have in different capacities crossed paths with Jamie Lee, Demi, and Brooke, as well as Arnold, Bruce, and Tom, my real brush with celebrity was cocktails and tacos with Tennessee Ernie Ford at a friend's summer home at Wapiti Creek in 1984 or 1985, where we persuaded him to sing Sixteen Tons and The Ballad of Davy Crockett...*amazing*!

<https://youtu.be/BSvORvjZiU>

<https://youtu.be/knXmVlChpAo>

With Kent McAtee as Incident Commander for the McPhearson Fire, I was busy working

support and organizing and assembling resources on the Salmon River side (east side) of the Sawtooths, while containment line was being constructed across the McPhearson drainage. Temperatures cooled considerably after a day or two, and the fire laid down and everyone went home. I was fortunate to be assigned monitoring of the fire, the helicopter pilot from Elko loved to fly the Sawtooths slaloming through the peaks looking for goats, better than any amusement park ride on the planet, and vistas and views of the alpine lakes to die for! Late season mop-up of fires is how young crews can earn enough money to justify coming back and fighting fires in following years.

Comments from the IME:

Formerone

Formerone Sep 7, 2022 8:30am

And right you are clyde. The District Ranger at Fairfield can be moved out of here to a job north of the arctic circle. The feds gave these people say over the level of suppression years ago and they don't know squat.

rightturnclyde

rightturnclyde Sep 6, 2022 8:43pm

I certainly appreciate all that the firefighters do, but this fire has been hanging around for a month. Can't help but thinking that this "thing" should have been squashed.

Are the cabins there allowed to be rebuilt? Hopefully they get a handle on this.

End of October seems glib.

It will be interesting to see how this fire event influences consideration of this deplorable rezone request at Beaver Creek, from Remote Rural (RR) to Recreational Development District (RDD), the application including a Condominium Plat 1 proposal with the applicant receiving assistance from the Superintendent and Staff at the SNRA.

Maybe if the Forest Services focus was on protection of the resource rather than promoting the type of residential real estate development which is discouraged by the legislation, PL 92-400, creating the SNRA, the Ross Fork Fire might have received adequate attention regarding the potential damage it may have done, and finally did.

"It's scary to see how erratic this fire has been, the behavior of it," she said.

Angenie, I anticipate the hand-wringing to be *truly* epic when some billionaire's Gulfstream plows into Hailey Elementary.

A comprehensive consideration of FMA in drafts awaiting final edit.

William F. Hughes

Hailey

From: [Billy](#)
To: [Chris Pomeroy](#)
Subject: Fw[2]: OLD, wasn't that a terror movie recently!
Date: Friday, October 7, 2022 12:14:38 PM

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

From "Billy" <wilfrahug@cox.net>

To "Peter Lobb" <plobb@msn.com>; "dfosbury@co.blaine.id.us" <dfosbury@co.blaine.id.us>; "Angenie McCleary" <AMcCleary@co.blaine.id.us>; "mdavis@co.blaine.id.us" <mdavis@co.blaine.id.us>; "Andrew Guckes" <aguckes@mtexpress.com>

Date 10/7/2022 12:04:31 PM

Subject Fw: OLD, wasn't that a terror movie recently!

Peter and Dick,

One young reporter expressed interest in what I had to say, unlike the servants of privilege, greed, and corruption engaged in anchoring the airport *permanently* in Hailey. I sent him the email below. In discussing this issue with Peter, he indicated he knows you Dick, and would talk to you about it. This issue IS NOT going to go away, *ever*. I am composing a comprehensive examination of the pattern of deceit by the FMAA Board accompanying airport expansion and retention. I have set it aside for now because I have guests from Thailand finally able to resume their annual visit after a couple of years of being unable to do so.

I am copying Angenie and Muffy, though they probably just delete my emails by now, the *truth* something it is often much more *convenient* to ignore by officials receiving a fat, public-sector paycheck and whining that it is not enough, representing exclusively north valley interests, having no clue regarding the impacts of the airport on citizens of Hailey and Bellevue.

I advise a referendum on airport relocation to be voted on by the many thousands of residents living south of Elm St. in Hailey to Chestnut St. in Bellevue. I live north of Elm so this isn't a selfish request. Twenty minutes more ground travel for an airport south of Timmerman is much less than a majority of resort areas, and as was discussed during Site Selection by an FMAA Board having integrity, would do nothing to diminish the local tourist industry.

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

From "Billy" <wilfrahug@cox.net>

To "Andrew Guckes" <aguckes@mtexpress.com>

Date 10/7/2022 11:30:38 AM

Subject OLD, wasn't that a terror movie recently!

Andrew,

I laughed my ass off at the "mystery" article on the sheep festival. No mystery at all. Old, rich people are still capable of standing around looking at sheep, not much else. The establishment gerontocracy of which the IME is a stalwart component, has failed massively to meet the challenges facing this valley, conservative corruption and an ossified "trickle-down" mind-set obstructing any forward movement on various local issues.

The airport *must* be relocated, a decision which was made in 2006, with local officials merely operating as servants of privilege, greed, and corruption, doubling-down on retention and expansion in a totally corrupt effort to anchor the airport *permanently* in Hailey as a population growing exponentially will require substantially increased air service, those moving here being wealthy leisure-class citizens and retirees prioritizing vacation travel.

This self-serving local gerontocracy of wealthy boomers represents the worst, greedy interests in this valley, totally fucking the quality of life of working residents in Hailey and Bellevue without their consent which is the very definition of *rape*, to accommodate the Gulfstreams of an entitled and privileged billionaire class accustomed and comfortable with shitting all over everyone else.

Where is the IME editorial series on that. Oh right, like Al Gore suggested, the *truth*, like twenty minutes more of ground travel for the economic aristocracy, is *inconvenient*, better to poison and terrorize the servants with exhaust fumes from loudly screeching jets. And then there is the now almost constant, angry-hornet buzzing of low-flying General Aviation aircraft over Hailey neighborhoods. Two selfish individuals harassing thousands because some teenager wanted flight lessons for Christmas to get his/her pilot's license, waking me up as early as 6:45AM this summer because there is more lift in the cool of the morning.

\$50 trillion of wealth transferred from the middle class to the 1% over the past half century.

Andrew, please submit this as an LTE, so others besides you might see it.

William F. Hughes
Hailey

From: [Billy](#)
To: [Chris Pomeroy](#)
Subject: Fw: RE: Re[2]: Simply "do the right thing" because it is "the right thing to do!"
Date: Monday, October 10, 2022 12:58:42 PM

Includes comments on FMA, so am sending it along.

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

From "Len Harlig" <len@lenharlig.com>

To "Billy" <wilfrahug@cox.net>

Cc "Angenie McCleary" <AMcCleary@co.blaine.id.us>; "mdavis@co.blaine.id.us" <mdavis@co.blaine.id.us>; "Tom Bergin" <tbergin@co.blaine.id.us>

Date 10/10/2022 12:48:12 PM

Subject RE: Re[2]: Simply "do the right thing" because it is "the right thing to do!"

Billy,

I appreciate your response to my e-mail, and the kind comments about my public service.

If any of the Commissioners want my input on relocating FMA, I will be happy to provide it, although as you noted it should all be in the FMAA files and it was often in the IME as well.

I hope the MOD remains a centerpiece of public policy and land use in Blaine County. I believe the three present Commissioners are all supportive of the MOD.

I miss Blaine County and our friends there; I don't miss the snow, either as October cement or as December deep powder, or the ice on roads and sidewalks.

Cheers,

Len

From: Billy <wilfrahug@cox.net>

Sent: Monday, October 10, 2022 10:56 AM

To: Len Harlig <len@lenharlig.com>; Angenie McCleary <AMcCleary@co.blaine.id.us>; mdavis@co.blaine.id.us; dfosbury@co.blaine.id.us <dfosbury@co.blaine.id.us>; Tom Bergin <tbergin@co.blaine.id.us>

Subject: Re[2]: Simply "do the right thing" because it is "the right thing to do!"

Len,

My apologies for the inaccuracy of "more deserving" in describing your position on affordable workforce housing. Man, I miss you, as you were consistently thorough in your examination and evaluation of the evidence associated with various local issues, your decisions and conclusions both informed and just, and absent disproportionate influence by special interests, "doing the right thing because it is the right thing to do!" e.g. relocate FMA.

I wish you would send the documentation you have on airport relocation to the BC Board, though if they were so inclined I'm sure they could find it in the records. Len, with the insane amount of added density mindlessly approved in Hailey and still to be built, FMA has *dangerously* outgrown its current location, as an employee of Atlantic Aviation informed me there were multiple aircraft backed up and circling for over an hour last Christmas Holiday. Perhaps you might send the BC Board an argument in support of

relocation, as it appears your cognitive capacity still has you much *"smarter than the average bear!"*

I have attached a curious public notice announcing a meeting conducted by the Indian Creek HOA at D.L. Evans bank regarding a requested site alteration permit for new home construction within the BC MOD. I don't know whether or not this is now a standard component of the process in front of P&Z review and consideration by the BC Board. At first I was a little dismayed, then thought that maybe if homeowners out there showed up and spoke out in opposition that might be a good thing. Never heard about the Beaver Creek rezone until 36 hours before the meeting, offering the only comments in opposition to this disgusting display of perceived entitlement and privilege.

My friend now living in Thailand who grew up in Colorado and spent a few winters here in the 80s and visits each fall, is arriving tomorrow or Wednesday with his wife after a two-year Covid interruption of his annual WRV pilgrimage. We are both finally old enough to attend the Jazz Festival! Anyway, he has always found remarkable and commented *often* on the absence of residential development on the hillsides. I believe your legacy is still intact so far despite the SV exception. I imagine those twelve lots went for eight figures each to those owning private jets and quite comfortable with poisoning and terrorizing citizens of Hailey and Bellevue.

I am attaching the Public Notice and copying this email to the BC Board and Tom Bergin, none of whom will respond because they prefer sheeple and lemmings who don't growl or bark when outcomes adversely impacting others are simply purchased by the economic aristocracy. *All the money has certainly cheapened the character of our fair valley!*

Snow appears an unlikely illusion right now. In October 2010, eighteen inches of cement fell, and I remember standing out on my deck listening to the cacophony created by all the branches breaking in the large trees of East Hailey, my large Summit Ash still exhibiting expression of that event. Did you read The Overstory by Richard Powers? Good book!

billy

----- Original Message -----

From "Len Harlig" <len@lenharlig.com>

To "Billy" <wilfrahug@cox.net>; "Byron Meador" <meadorbyron@yahoo.com>; "Alyssa Pinkerton" <alyssap@hcn.org>; "ALPINE TREE SERVICE, INC."

<weylin@alpinetreeservice.net>; "John Whipple" <bsawood@gmail.com>; "Keith Roark" <keithroark@blaineschools.org>; "Ben Worst" <ben@benworstlaw.com>; "Jim Williams" <jwilliams@co.blaine.id.us>; "Greg Travelstead" <greg.travelstead@gmail.com>; "Janet Carter" <haileyjanet@gmail.com>; "Jenny Emery-Davidson" <jdavidson@comlib.org>; "Mary Roberson" <maryroberson@q.com>; "Peter Lobb" <plobb@msn.com>; "daveyten7@gmail.com" <daveyten7@gmail.com>; "Dr. Wendy Pabich"

<wendy@drwendypabich.com>; "Andrew Guckes" <aguckes@mtexpress.com>;

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"Richard Stopol" <rstopol@hotmail.com>; "gstinnett@co.blaine.id.us" <gstinnett@co.blaine.id.us>; "ms.sarahmichael@gmail.com" <ms.sarahmichael@gmail.com>; "jimasv@cox.net" <jimasv@cox.net>; "Lords, Christina" <clords@idahostatesman.com>; "sboettger@woodriverlandtrust.org" <sboettger@woodriverlandtrust.org>; "keri@woodriverlandtrust.org" <keri@woodriverlandtrust.org>; "kenneth.l.quigley@usps.gov" <kenneth.l.quigley@usps.gov>; "kisis@cox.net" <kisis@cox.net>; "kriswirth@gmail.com" <kriswirth@gmail.com>; "Christen.Cromer@aspeninstitute.org" <Christen.Cromer@aspeninstitute.org>; "Kalissa.Hendrickson@aspeninstitute.org" <Kalissa.Hendrickson@aspeninstitute.org>; "Stephenie.Mauren@aspeninstitute.org" <Stephenie.Mauren@aspeninstitute.org>; "allison.perry@aspeninstitute.org" <allison.perry@aspeninstitute.org>; "cristal.logan@aspeninstitute.org" <cristal.logan@aspeninstitute.org>; "reglorn@cox.net" <reglorn@cox.net>; "proutyjp@gmail.com" <proutyjp@gmail.com>; "hymy1@q.com" <hymy1@q.com>; "info@idahocapitalsun.com" <info@idahocapitalsun.com>; "info@idahodems.org" <info@idahodems.org>; "dirtbagtribe@googlegroups.com" <dirtbagtribe@googlegroups.com>; "benjamin.mullin@nytimes.com" <benjamin.mullin@nytimes.com>; "betsy@writersontherange.com" <betsy@writersontherange.com>; "philip.rucker@washpost.com" <philip.rucker@washpost.com>; "NBurns@house.idaho.gov" <NBurns@house.idaho.gov>; "ivanbeanny@gmail.com" <ivanbeanny@gmail.com>; "chiefcaballero@gmail.com" <chiefcaballero@gmail.com>; "gordo44@cox.net" <gordo44@cox.net>; "bobclosser@gmail.com" <bobclosser@gmail.com>; "neil@sunvalleyadvisors.com" <neil@sunvalleyadvisors.com>; "Washington, Charlene (FAA)" <charlene.washington@faa.gov>; "faa-air21@faa.gov" <faa-air21@faa.gov>; "feedback@own.tv" <feedback@own.tv>; "oprah@oprah.com" <oprah@oprah.com>; "senator@klobuchar.senate.gov" <senator@klobuchar.senate.gov>; "senator@booker.senate.gov" <senator@booker.senate.gov>; "senator@durbin.senate.gov" <senator@durbin.senate.gov>; "senator@sanders.senate.gov" <senator@sanders.senate.gov>; "senator@tester.senate.gov" <senator@tester.senate.gov>; "senator@warren.senate.gov" <senator@warren.senate.gov>; "senator@whitehouse.senate.gov" <senator@whitehouse.senate.gov>; "senator@merkley.senate.gov" <senator@merkley.senate.gov>; "senator@cardin.senate.gov" <senator@cardin.senate.gov>; "senator@duckworth.senate.gov" <senator@duckworth.senate.gov>; "senator@stabenow.senate.gov" <senator@stabenow.senate.gov>; "senator@kelly.senate.gov" <senator@kelly.senate.gov>; "senator@padilla.senate.gov" <senator@padilla.senate.gov>; "senator@hirono.senate.gov" <senator@hirono.senate.gov>; "senator@kaine.senate.gov" <senator@kaine.senate.gov>; "media@lincolnproject.us" <media@lincolnproject.us>; "staceyabrams@gmail.com" <staceyabrams@gmail.com>; "senator@hassan.senate.gov" <senator@hassan.senate.gov>; "senator@warnock.senate.gov" <senator@warnock.senate.gov>; "kurtandersenemail@gmail.com" <kurtandersenemail@gmail.com>; "ccripe@idahostatesman.com" <ccripe@idahostatesman.com>; "skrutzig@idahostatesman.com" <skrutzig@idahostatesman.com>; "smcintosh@idahostatesman.com" <smcintosh@idahostatesman.com>; "Angenie McCleary" <AMcCleary@co.blaine.id.us>; "mdavis@co.blaine.id.us" <mdavis@co.blaine.id.us>; "dfosbury@co.blaine.id.us"

<dfosbury@co.blaine.id.us>

Date 10/10/2022 9:11:33 AM

Subject RE: Simply "do the right thing" because it is "the right thing to do!"

Hi Billy,

I remember with fondness our many discussions on a number of public issues when I served as a County Commissioner in Blaine County.

You and I did have discussions about affordable workforce housing for teachers, hospital workers, law enforcement and other emergency service personnel. I didn't say they were "**more deserving**" of affordable housing than other employees; I did say those specialized infrastructure positions were essential to the safety, health, and welfare of the larger community and that the County should step up because the private sector wasn't providing the needed housing. The discussion you referred to took place while I was in the process of creating the Blaine County Housing Authority (BCHA), which I wanted to address affordable workforce housing for all Blaine County employees, regardless of the kind of work they did. In fact, the affordable housing shortage was identified in the Blaine County 1975 Comprehensive Plan and restated in the 1992 Comprehensive Plan.

I advocated for relocating the Hailey Airport, starting in the 1980s. I served on the Friedman Memorial Airport Authority from 1993 to 2010, and continued to advocate for relocation the entire time. I have hundreds of pages of notes, letters, White Papers, and documentation of that advocacy.

I have no objection to being quoted; but I prefer to be quoted accurately. Thanks.

Your friend,
Len

From: Billy <wilfrahug@cox.net>

Sent: Sunday, October 09, 2022 2:07 PM

To: Byron Meador <meadorbyron@yahoo.com>; Alyssa Pinkerton <alyssap@hcn.org>; ALPINE TREE SERVICE, INC. <weylin@alpinetreeservice.net>; John Whipple <bsawood@gmail.com>; Keith Roark <keithroark@blaineschools.org>; Ben Worst <ben@benworstlaw.com>; Jim Williams <jwilliams@co.blaine.id.us>; Greg Travelstead <greg.travelstead@gmail.com>; Janet Carter <haileyjanet@gmail.com>; Jenny Emery-Davidson <jdavidson@comlib.org>; Len Harlig <len@lenharlig.com>; Mary Roberson <maryroberson@q.com>; Peter Lobb <plobb@msn.com>; daveyten7@gmail.com <daveyten7@gmail.com>; Dr. Wendy Pabich <wendy@drwendypabich.com>; Andrew Guckes <aguckes@mtexpress.com>; jonathan@hcn.org; greghanscom@hcn.org; Greg Foley <gfoley@mtexpress.com>; Jim Foudy <jfoudy@blaineschools.org>; nick.p.gilman@gmail.com <nick.p.gilman@gmail.com>; Richard Stopol <rstopol@hotmail.com>; gstinnett@co.blaine.id.us; ms.sarahmichael@gmail.com; jimasv@cox.net; Lords, Christina <clords@idahostatesman.com>; sboettger@woodriverlandtrust.org <sboettger@woodriverlandtrust.org>; keri@woodriverlandtrust.org; kenneth.l.quigley@usps.gov; kisis@cox.net; kriswirth@gmail.com; Christen.Cromer@aspeninstitute.org; Kalissa.Hendrickson@aspeninstitute.org; Stephenie.Mauren@aspeninstitute.org; allison.perry@aspeninstitute.org; cristal.logan@aspeninstitute.org; reglorn@cox.net; jimasv@cox.net; proutyjp@gmail.com; hymy1@q.com; info@idahocapitalsun.com; info@idahodems.org; dirtbagtribe@googlegroups.com; benjamin.mullin@nytimes.com; betsy@writersontherange.com;

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senator@booker.senate.gov; senator@durbin.senate.gov; senator@sanders.senate.gov;
senator@tester.senate.gov; senator@warren.senate.gov; senator@whitehouse.senate.gov;
senator@merkley.senate.gov; senator@cardin.senate.gov; senator@duckworth.senate.gov;
senator@stabenow.senate.gov; senator@kelly.senate.gov; senator@padilla.senate.gov;
senator@hirono.senate.gov; senator@sanders.senate.gov; senator@merkley.senate.gov;
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Subject: Simply "do the right thing" because it is "the right thing to do!"

Folks,

From the IME last week regarding incentivizing long-term rentals:

"Councilwoman Heidi Husbands said she understood why Ketchum was pursuing the program due to its high 66% vacancy rate, but had other ideas for Hailey.

"I actually kind of find this really disgusting, to be honest with you, that we're trying to incentivize people who don't need money to list their [homes]. But I also understand the other side, that we're feeling a [shortage]," she said. "If money was unlimited, I'd say go for it."

Husbands instead suggested issuing tax-exempt "employer notes," or housing bonds, between \$120,000 and \$150,000 that would allow Hailey to place an employee or employees in two- to three-bedroom units for the next 10 years.

Thea said she backed that plan.

"I'd rather our money go more directly to people living and working in Hailey," she said."

Excellent application of critical thinking to this particular issue...encouraging. My monthly income is \$1,700 with \$800 dollars from a rental for which I could easily charge \$2,000. I could sure use the extra \$1,200 a month in income, particularly in June and December when property taxes are due. Also, the rent is on average three weeks late! But with joint custody of his daughter and having previously commuted from Shoshone with the same rental costs, I know I am at least being of service to and relieving the struggles of one other human being who is a good dude and works his ass off.

I believe in paying it forward, as I had access to a Horizons Four Condo and a winter

care-taking gig in the 80s, allowing me to save money for a down-payment on a home in '91. My next-door neighbor and another good friend have not exploited the current market, which exploded during Covid, by raising the rent on properties they own because they are not greedy assholes and don't need any incentive to **do the right thing!** On and on and on about "community," now simply a retrograde concept demolished by the **obsession with self** displayed by affluent residents as revealed by the obstinate refusal of the FMAA Board to move the airport so as not to inconvenience the economic aristocracy they serve.

Lots of jets taking off to the north this Sunday, somewhat harshing my mellow. It is imperative the airport be moved. With all the approved, added density to be built and associated future exponential increase in population, this reality is a no-brainer, the demand for air service will be expanding accordingly. **All operations** must be moved the short distance south of Timmerman Hill. This is **non-negotiable**.

The complete absence of any foresight, forward-thinking, or vision is being clearly demonstrated by local officials (FMAA Board) with their obstinate refusal to engage in beginning the process of moving the airport, simply acting as special-interest servants of privilege, greed, and corruption, much easier than the work "doing the right thing" would require, with the obvious intent of expansion to anchor the airport PERMANENTLY in Hailey.

I recall getting in a bit of a heated discussion with Len Harlig for identifying teachers, hospital workers, policemen, and firemen as being more deserving of affordable housing than other workers. What is in essence a subsidy, giving preferential treatment to those with decent paychecks and benefits who could have afforded entry into the housing market at the time, but a season's pass, new vehicle, dining out, etc. were priorities, many of those "certified" workers simply not wanting to live in Woodside. This is while Len was working on the Hillside Ordinance in the early to mid-90s. Certainly avoided that looming workforce housing problem by timely action, didn't we! The airport has to be relocated.

The only reason you don't get constant calls of complaint on the airport is because no-one whose paycheck is attached to the airport or this malignant growth agenda listens or cares, especially elected officials and staffs. It is insane the amount of resistance that had to be organized and directed at Hailey City Hall to stop the lunacy of a Municipal Campground, residents out Croy Canyon finally raising the volume sufficiently, citizens of Hailey having completely given up as a consequence of two terms of Fritz and the systematic corruption of the development review process.

I had a conversation one Sunday with Chris Pomeroy who responded to a voicemail I had left regarding what he said were perhaps flight lessons with a light plane buzzing loudly overhead for the entire morning. He lives about a third of a mile north of me, and he found it disrupting. I believe that was a year or so ago. Since then it has only gotten much worse. He can still get his fat paycheck at a new airport as he is a decent and competent fellow.

A more comprehensive examination of the airport issue is on the way.

Waste-deep powder man, awesome, I am totally stoked!

William F. Hughes

Hailey



DRAFT - SUN Terminal Advertising Policy

November 1, 2022

1. Purpose

To establish a policy and standards for the leasing of advertising space Friedman Memorial Airport (the "Airport"). The following policy shall apply to all agreements for the installation, display, and maintenance of advertising on properties and facilities owned and operated by the Airport. It is the intent of the Airport that all advertising assets at the Airport be non-public forums and be set aside for only commercial, tourism, and general advertisements, or for advertisement of, or information regarding, services provided at the Airport.

2. Scope

- a. The Airport's Advertising Policy seeks to achieve the following outcomes:
- b. Preserve a balance between advertising and other informational signage;
- c. Maintain aesthetic consistency with the Airport's design and architecture;
- d. Promote operational efficiency and safety for the traveling public;
- e. Preserve the Airport's status as a non-public forum; and
- f. Help promote a welcoming environment for the traveling public at the Airport.

3. General Rules

- a. All advertisements must be placed in assigned spaces allocated by the Airport and must comply with this Policy.
- b. Advertisements are limited to innocuous and less controversial commercial and service oriented advertising, including tourism, economic development, and promoting the Wood River Valley and Idaho in general.
- c. Advertisements shall promote or solicit the sale, rental, distribution, or availability of goods, services, food, entertainment, events, programs, transactions, products, or property, and may generally promote an entity that engages in such activities.
- d. Advertising in spaces exclusively or preferentially leased by tenants shall be restricted to goods or services offered by the tenant/concessionaire and as approved by the Airport Director or his/her designee;
- e. Advertising must comply with applicable safety standards; and
- f. The Airport Director, or his/her designee, shall have the right to post or cause to be posted wayfinding signs, brochures, pictures, drawings, or other messages that promote the Airport or promote or inform the use of the Airport or its services by the traveling public.



4. Advertising Limited to Commercial Transactions

The subject matter of advertising must be limited to a proposed commercial transaction, including but not limited to:

- a. Promoting patronage of a commercial business;
- b. Promoting the purchase of goods or services;
- c. Promoting a particular industry;
- d. Promoting tourism; or
- e. Promoting economic development.

5. Prohibitions

Advertising may NOT:

- a. Contain obscene or pornographic material;
- b. Depict violence or anti-social behavior;
- c. Promote dating, escort, or sexually oriented services;
- d. Reference a website or other medium that relates to such activities;
- e. Promote tobacco, nicotine-based products, or electronic cigarettes;
- f. Promote illegal goods, services, activities, or substances;
- g. Contain commentary, advocacy of, or promotion of social, political, religious, or rhetorical issues;
- h. Advocate for or against political candidates, campaigns, ballot measures, or political parties or organizations or issues;
- i. Contain false, misleading or deceptive information;
- j. Imply or declare an endorsement by the Airport of any service, product, or point of view without prior written authorization from the Airport Director or his/her designee;
- k. Contain controversial material such that the advertisement would detract from the mission of the Airport to provide a comfortable, pleasant passenger experience;
- l. Contain images or information that demean an individual or group of individuals on account of race, color, religion, national origin, ancestry, gender, age, disability, or sexual orientation;
- m. Advertise services in direct competition with the Airport's business objectives or in direct competition with the Airport's services or revenue stream from permitted operations; or
- n. Violate State, County or City of Hailey Codes.

6. Review of Advertisements

- a. Airport advertising contractors shall forward to the Airport each advertisement submitted for installation, display, and maintenance on Airport properties and facilities to determine whether the advertisement falls within the requirements of this Policy.
- b. In the event that an advertising contractor disagrees with the application of this Policy regarding a proposed advertisement, an appeal may be made to the Airport Board of Directors, to be heard at the next regularly scheduled meeting of the Board. The determination by the Airport Board of Directors shall be final.