

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

PLEASE TAKE NOTICE that a regular meeting of the Friedman Memorial Airport Authority shall be held Tuesday, April 4, 2023 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
April 4, 2023**

- I. APPROVE AGENDA – ACTION ITEM**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. March 7, 2023 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 March
 - B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – **Attachment #2 – #4**
 - C. Airport Commercial Flight Interruptions (unofficial)
 - D. Review Correspondence – **Attachment #5**
- VI. ACTION ITEMS (a vote may occur but is not required to be taken)**
 - A. NEW BUSINESS
 - 1. Reappointment of Board Member Positions – Consideration of Approval **ACTION ITEM**
 - 2. Surplus Property Disposal – **Attachment #6 ACTION ITEM**
 - B. CONTINUING BUSINESS
 - 1. None
- VII. DISCUSSION AND UPDATES**
 - A. NEW BUSINESS
 - 1. None
 - B. CONTINUING BUSINESS
 - 1. Miscellaneous
 - i. Future Aeronautical Development – Update and Discussion
 - ii. Air Traffic Control Replacement Project – Update
 - 2. Construction and Capital Projects
 - i. Spring/Summer Construction – Update and Discussion
 - 3. Airport Planning Projects
 - i. None
- VIII. PUBLIC COMMENT**
- IX. EXECUTIVE SESSION I.C. §74-206(1),(c) To acquire an interest in real property which is not owned by a public agency**
- X. ADJOURNMENT**

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

FMAA Meeting Brief 04-04-23

III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:

A. March 7, 2023 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 March – None Received as of 3/30/2023

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT	ACTION/RESPONSE

FMAA Meeting Brief 04-04-23

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:

February 2023

Total Non-Federal Revenue	February, 2023	\$1,022,462
Total Non-Federal Revenue	February, 2022	\$417,853
Total Non-Federal Revenue	FY '23 thru February	\$3,004,165
Total Non-Federal Revenue	FY '22 thru February	\$2,211,810
Total Non-Federal Expenses	February, 2023	\$303,964
Total Non-Federal Expenses	February, 2022	\$304,302
Total Non-Federal Expenses	FY '23 thru February	\$1,805,781
Total Non-Federal Expenses	FY '22 thru February	\$1,677,538
Net Income excluding Federal Programs	FY '23 thru February	\$1,198,385
Net Income excluding Federal Programs	FY '22 thru February	\$534,272
Net Income to include Federal Programs	FY '23 thru February	\$205,884
Net Income to include Federal Programs	FY '22 thru February	-\$2,353,546

C. Airport Commercial Inbound Flight Interruptions (unofficial as of 3/29/2023):

AIRLINE	FLIGHT CANCELLATIONS	FLIGHT DIVERSIONS
	March 2023	March 2023
Alaska Airlines	0	0
Delta	2	1
United	5	3

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

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

A. NEW BUSINESS

1. Reappointment of Board Member Positions – Consideration of Approval ACTION ITEM

The current, two-year term for the FMAA Board Chair expired on February 28, 2023, and the terms for Vice-Chair, Secretary, and Treasurer expired on March 31, 2023. This agenda item provides the Board the opportunity to discuss a direction for the next term of these positions.

ACTION: Motion to reappoint or establish appropriate direction to fill the Chair, Vice-Chair, Secretary and Treasurer Board Member positions as deemed appropriate by the Board after discussion.

2. Surplus Property Disposal – Attachment #6 ACTION ITEM

Airport staff has identified a few items for surplus disposal. These items are no longer needed for airport operations and/or maintenance purposes. A list of the identified items is attached. Staff is requesting Board review of the attached list and declaration of the items as surplus property. Once the items are declared surplus, staff will move forward with the disposal of the items via a sealed bid process. The disposal process will follow all applicable local, state, and federal surplus disposal requirements.

ACTION REQUESTED: Motion to approve the property list and declare items on the list as surplus property.

B. CONTINUING BUSINESS

1. None

VII. DISCUSSION AND UPDATES

A. NEW BUSINESS

1. None

B. CONTINUING BUSINESS

1. Miscellaneous

i. Future Aeronautical Development – Update and Discussion

The last RFP committee meeting was held March 16th. The committee continued to discuss elements of a draft RFP document. A new revised draft is expected to be delivered to the committee for review in mid-April. No substantial discussion of the process is anticipated at this meeting.

FMAA Meeting Brief 04-04-23

ii. Air Traffic Control Replacement – Update

As previously briefed, a final Reimbursable Agreement has been agreed to with the FAA for the formal site selection phase of the project. Staff and our consultant continue to work with the FAA to determine the date for project initiation. Additional information will be presented to the Board at the meeting if it becomes available.

2. Construction and Capital Projects

i. Spring/Summer Construction – Update and Discussion

As previously discussed, the final phase of the runway, taxiway, and apron project, from last spring, is the application of final markings to the runway and reapplication of markings on the taxiway this late spring/early summer.

Staff continues to coordinate project schedule with our engineer and contractor. The current tentative is now end of May and will be completed over approximately five days. Additional information will be presented to the Board at the meeting if it becomes available.

3. Airport Planning Projects

i. None

VIII. PUBLIC COMMENT

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

X. ADJOURNMENT

**MINUTES OF A REGULAR MEETING
OF THE
FRIEDMAN MEMORIAL AIRPORT AUTHORITY
March 7, 2023
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS:

Board Chair – Martha Burke, Secretary – Angenie McCleary, Board Members - Muffy Davis, John Strauss, Sam Linnet, 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, Administrative Coordinator II – Janice Hicks

AIRPORT LEGAL COUNSEL:

Lawson Laski Clark, PLLC – Jim Laski

CALL TO ORDER: The meeting was called to order at 5:33 p.m. by Board Chair Burke

I. APPROVE AGENDA (00:44)

A motion to approve the agenda was presented.

MOTION: *Made by Board Member Greenberg to approve the agenda as presented. Seconded by Board Member Davis.*

PASSED UNANIMOUSLY

II. PUBLIC COMMENT (1:00)

None

III. APPROVE FMAA MEETING MINUTES (1:24)

A. February 7, 2023, 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

IV. REPORTS (1:50)

A. Chair Report

Board Chair Burke expressed her gratitude for the FMA operations staff and their efforts with winter conditions.

B. Blaine County Report

No report given.

C. City of Hailey Report

Board Member Linnet stated the City of Hailey had started their comprehensive plan. They do not have a consultant yet, but that is in process.

- D. Fly Sun Valley Report (3:15)

No report given.

- E. Airport Director's Report (see PowerPoint Presentation) (3:28)

Airport Director Pomeroy reported January Passenger Enplanements were up 1% from January 2022 and February Enplanements were up 7% from February 2022. Year-to-date enplanements were up 4% versus 2022.

Operations data for February was unavailable and will be reported at the April Board Meeting.

The fiscal year 2024 budget cycle is soon to be underway.

The annual TSA Security Audit is set for April 12th, 2023.

Airport Director Pomeroy stated he has a Washington DC trip coming up in connection with his NWAAAE/AAAE duties and will also have some visits with congressional delegations.

Deputy Director of Operations Burke described the triennial emergency response drill planning is underway and being planned for September 26, 2023.

V. AIRPORT STAFF BRIEF

- A. Noise Complaints in February
- B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data (**See Attachment #2-#4**)
- C. Airport Commercial Flight Interruptions (unofficial)
- D. Review Correspondence - **Attachment #5**

VI. ACTION ITEMS

- A. NEW BUSINESS (12:25)

- 1. Idaho Airport Aid Program Grant Offer - Consideration of Recommendation of Acceptance-
Attachment #6 – #7 ACTION ITEM ACTION ITEM

Deputy Director, Finance & Administration Elliott presented information regarding the Idaho Transportation Department Division of Aeronautics announcing a grant to airports under the Idaho Airport Aid Program to assist in financing improvements to airports during State fiscal year 2023. SUN's grant amount is \$15,000.

The \$15,000 of grant funds will be forthcoming upon acceptance of the grant agreement (**Attachments #6 - #7**), which will be used to help reimburse SUN for the land purchased in September of 2022.

ACTION: Recommend acceptance of the ITD Division of Aeronautics Grant Offer by the City of Hailey and Blaine County as airport co-sponsors. The action will further direct Staff and Legal Counsel to develop the appropriate City and County Resolutions to support acceptance of the ITD Division of Aeronautics Grant Offer.

MOTION: Made by Board Member Linnet to approve acceptance. Seconded by Board Member Strauss.

PASSED UNANIMOUSLY

- B. CONTINUING BUSINESS (16:15)

- 1. None

VII. DISCUSSION AND UPDATES

A. NEW BUSINESS

(16:23)

1. Review of Voluntary Noise Abatement Program – Update and Discussion

Airport Director Pomeroy stated our voluntary noise abatement program continues to be an effective tool in reducing some noise impacts on the community. After review and recent feedback, staff believes a few minor revisions to the written descriptions of a few elements of the program are warranted to reduce confusion. This is mainly applicable to the preferred noise abatement hours in the morning. Staff would like to suggest that the wording being changed to promote the preferred operations hours being 0700- 2300 (local time) and removing reference to the 0600 timeframe. He stated we locally have a high percentage of compliance.

2. Spring/Summer Construction – Update and Discussion

(22:22)

Airport Director Pomeroy stated as the final phase of the runway, taxiway, and apron project, from last spring, we are planning to apply final markings to the runway and reapply markings on the taxiway this late spring/early summer.

The final runway markings were not completed last fall due to a shortage of white paint. Permanent runway markings will be applied to the entire runway as part of this work.

Permanent taxiway markings were applied in the fall, however, the markings did not bond properly to the new seal coat in multiple areas of the taxiways. These markings will need to be partially removed and replaced.

Staff is tentatively planning for this work to take place in early June and will be completed over approximately five days. Additional information will be provided to the Board and airport users in the near future as the project planning continues to evolve.

B. CONTINUING BUSINESS

1. Miscellaneous

(24:37)

i. Future Aeronautical Development – Update and Discussion

Airport Director Pomeroy stated the last RFP committee meeting was held Feb 1st. The committee discussed various ideas and elements to consider in a new draft document. A revised draft based on that meeting was provided to the committee toward the end of the week February 27. Due to timing, the committee was unable to meet to discuss the new draft before this Board meeting. A committee meeting to review a revised draft is expected in the next few weeks. No substantial discussion of the process is anticipated at this meeting.

ii. Air Traffic Control Replacement Project – Update

Airport Director Pomeroy stated a final Reimbursable Agreement has been agreed to with the FAA for the formal site selection phase of the project. The cost of the work effort is approximately \$86,000.

The cost for this site selection study was budgeted in the current FY2023 budget. Based on the Board's current contract/purchasing policy, approval of this expense resides with Airport Board Chair. Once signed, the airport will be entered into the queue by the FAA to start the study. At this point, the schedule appears to be anywhere between October 2023 to January 2024.

2. Construction and Capital Projects

i. None

3. Airport Planning Projects

i. None

VIII. PUBLIC COMMENT

(28:35)

None

IX. EXECUTIVE SESSION I.C. §74-206 (1),(f) To communicate with legal counsel regarding legal ramifications for controversies imminently likely to be litigated

MOTION: Made by Board Member Greenberg to enter into executive session pursuant to I.C. §74-206 (1), (f) to communicate with legal counsel regarding legal ramifications for controversies imminently likely to be litigated. Seconded by Board Member Davis.

PASSED UNANIMOUSLY

X. Adjournment

(29:30)

The March 7, 2023, Regular Meeting of the Friedman Memorial Airport Authority was adjourned at 6:05 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 '23)

11:43 AM
03/30/2023
Accrual Basis

	Oct '22 - Sep 23	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
4000-00 · AIRCARRIER				
4000-01 · Aircarrier - Lease Space	185,501.44	474,004.00	-288,502.56	39.14%
4000-02 · Aircarrier - Landing Fees	103,736.12	260,000.00	-156,263.88	39.9%
4000-04 · Aircarrier - Utility Fees	180.00	360.00	-180.00	50.0%
4010-07 · Aircarrier - '14 PFC App	210,457.59	447,780.00	-237,322.41	47.0%
Total 4000-00 · AIRCARRIER	499,875.15	1,182,144.00	-682,268.85	42.29%
4020-00 · TERMINAL AUTO PARKING REVENUE				
4020-01 · Automobile Parking - Terminal	365,131.33	576,250.00	-211,118.67	63.36%
4020-02 · Automobile Parking - Passes	460.00	250.00	210.00	184.0%
Total 4020-00 · TERMINAL AUTO PARKING REVENUE	365,591.33	576,500.00	-210,908.67	63.42%
4030-00 · AUTO RENTAL REVENUE				
4030-01 · Automobile Rental - Commission	344,173.95	654,000.00	-309,826.05	52.63%
4030-02 · Automobile Rental - Lease Space	16,585.92	29,000.00	-12,414.08	57.19%
4030-03 · Automobile Rental - Auto Prkng	41,966.20	65,000.00	-23,033.80	64.56%
4030-04 · Automobile Rental - Utilities	576.59	2,000.00	-1,423.41	28.83%
Total 4030-00 · AUTO RENTAL REVENUE	403,302.66	750,000.00	-346,697.34	53.77%
4040-00 · TERMINAL CONCESSION REVENUE				
4040-01 · Terminal Shops - Commission	8,888.70	12,000.00	-3,111.30	74.07%
4040-03 · Terminal Shops - Utility Fees	576.40	2,000.00	-1,423.60	28.82%
4040-10 · Advertising - Commission	19,716.90	45,000.00	-25,283.10	43.82%
4040-11 · Vending Machines - Commission	2,608.78	7,350.00	-4,741.22	35.49%
4040-12 · Terminal ATM	250.00	600.00	-350.00	41.67%
Total 4040-00 · TERMINAL CONCESSION REVENUE	32,040.78	66,950.00	-34,909.22	47.86%
4050-00 · FBO REVENUE				
4050-01 · FBO - Lease Space	93,967.86	168,998.00	-75,030.14	55.6%
4050-02 · FBO - Overnight Parking Fees	64,039.50	417,000.00	-352,960.50	15.36%
4050-04 · FBO - Commission	18,211.64	34,002.00	-15,790.36	53.56%
4050-07 · FBO - Miscellaneous	0.00	0.00	0.00	0.0%
Total 4050-00 · FBO REVENUE	176,219.00	620,000.00	-443,781.00	28.42%
4060-00 · FUEL FLOWAGE REVENUE				
4060-01 · Fuel Flowage - FBO	172,240.86	440,000.00	-267,759.14	39.15%
Total 4060-00 · FUEL FLOWAGE REVENUE	172,240.86	440,000.00	-267,759.14	39.15%
4070-00 · TRANSIENT LANDING FEES REVENUE				
4070-02 · Landing Fees - Non-Comm./Gov't	221,609.30	669,500.00	-447,890.70	33.1%
Total 4070-00 · TRANSIENT LANDING FEES REVENUE	221,609.30	669,500.00	-447,890.70	33.1%
4080-00 · HANGAR REVENUE				
4080-01 · Land Lease - Hangar	363,047.18	658,837.00	-295,789.82	55.1%
4080-02 · Land Lease - Hangar/Trans. Fee	207,807.50	23,345.00	184,462.50	890.16%
4080-03 · Hangar/Utilities (E8,11,24)	325.89			
4080-05 · Land Lease - FMA Hangar Rentals	16,848.76	33,454.00	-16,605.24	50.36%
Total 4080-00 · HANGAR REVENUE	588,029.33	715,636.00	-127,606.67	82.17%
4090-00 · TIEDOWN PERMIT FEES REVENUE				
4090-01 · Tiedown Permit Fees (FMA)	37,018.00	31,465.00	5,553.00	117.65%
Total 4090-00 · TIEDOWN PERMIT FEES REVENUE	37,018.00	31,465.00	5,553.00	117.65%
4100-00 · CARGO CARRIERS REVENUE				
4100-02 · Cargo Carriers - Tiedown	5,472.00	5,500.00	-28.00	99.49%
Total 4100-00 · CARGO CARRIERS REVENUE	5,472.00	5,500.00	-28.00	99.49%
4110-00 · MISCELLANEOUS REVENUE				
4110-01 · Misc. Revenue	707.21	5,000.00	-4,292.79	14.14%
Total 4110-00 · MISCELLANEOUS REVENUE	707.21	5,000.00	-4,292.79	14.14%
4120-00 · GROUND TRANSP. PERMIT REVENUE				

	Oct '22 - Sep 23	Budget	\$ Over Budget	% of Budget
4120-01 · Ground Transportation Permit	18,150.00	24,000.00	-5,850.00	75.63%
4120-02 · GTSP - Trip Fee	2,820.00	5,000.00	-2,180.00	56.4%
Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	20,970.00	29,000.00	-8,030.00	72.31%
4400-00 · TSA/SECURITY				
4400-02 · Terminal Lease	21,212.52	41,910.00	-20,697.48	50.61%
4400-03 · Security Prox. Cards	23,980.00	33,540.00	-9,560.00	71.5%
Total 4400-00 · TSA/SECURITY	45,192.52	75,450.00	-30,257.48	59.9%
4520-00 · INTEREST REVENUE				
4520-01 · Interest Revenue - General	47,530.64	15,000.00	32,530.64	316.87%
4520-07 · Interest Revenue - '14 PFC	96.09			
4520-12 · Interest Revenue - CFC	3.81			
Total 4520-00 · INTEREST REVENUE	47,630.54	15,000.00	32,630.54	317.54%
4600-00 · Coronavirus Relief Grants Oper.				
4600-01 · Coronavirus Relief Grants Oper.	1,895,726.29	2,000,000.00	-104,273.71	94.79%
Total 4600-00 · Coronavirus Relief Grants Oper.	1,895,726.29	2,000,000.00	-104,273.71	94.79%
4749-00 · AIP '49 - Acq. SRE/Pavement Mai				
4749-01 · AIP '49 - Acq. SRE/Pavement Mai	3,484.13			
Total 4749-00 · AIP '49 - Acq. SRE/Pavement Mai	3,484.13			
4752-00 · CARES Act				
4752-01 · CARES Act	-1,290,206.63	3,905,383.00	-5,195,589.63	-33.04%
Total 4752-00 · CARES Act	-1,290,206.63	3,905,383.00	-5,195,589.63	-33.04%
4753-00 · AIP '53 - Rehabilitate Runway				
4753-01 · AIP '53 - Rehabilitate Runway	-84,602.36	65,000.00	-149,602.36	-130.16%
Total 4753-00 · AIP '53 - Rehabilitate Runway	-84,602.36	65,000.00	-149,602.36	-130.16%
4756-00 · AIP '56 - Rehab Runway Phase 2				
4756-01 · AIP '56 - Rehab Runway Phase 2	22,828.32			
Total 4756-00 · AIP '56 - Rehab Runway Phase 2	22,828.32			
4758-00 · AIP '58 - Rehab Runway Phase 3				
4758-01 · AIP '58 - Rehab Runway Phase 3	55,137.55	365,000.00	-309,862.45	15.11%
Total 4758-00 · AIP '58 - Rehab Runway Phase 3	55,137.55	365,000.00	-309,862.45	15.11%
4800-00 · Current Year AIP	0.00	4,198,000.00	-4,198,000.00	0.0%
4850-00 · CFC Pass-through Revenue	99,652.01	210,000.00	-110,347.99	47.45%
Total Income	3,317,917.99	15,925,528.00	-12,607,610.01	20.83%
Gross Profit	3,317,917.99	15,925,528.00	-12,607,610.01	20.83%
Expense				
5000 · EXPENDITURES				
5000-00 · "A" EXPENSES				
5000-01 · Salaries - Airport Director	87,302.16	166,290.00	-78,987.84	52.5%
5010-00 · Salaries - Deputy Director F&A	54,641.52	101,048.00	-46,406.48	54.08%
5010-01 · Salaries - Admin Coordinator	16,402.62	122,200.00	-105,797.38	13.42%
5010-03 · Salaries - Sr Admin Coordinator	33,998.88	69,000.00	-35,001.12	49.27%
5020-00 · Salaries - Deputy Director O&M	66,780.00	127,200.00	-60,420.00	52.5%
5030-00 · Salaries - ARFF/OPS Specialist	294,861.88	547,618.00	-252,756.12	53.84%
5030-01 · Salaries - Parking Specialists	48,776.02	107,000.00	-58,223.98	45.59%
5040-00 · Salaries- Security Manager	50,476.93	96,146.00	-45,669.07	52.5%
5050-00 · Salaries- Seasonal-Snow Removal	37,814.25	70,000.00	-32,185.75	54.02%
5050-01 · Salaries - Seasonal - Arpt Host	2,707.25	5,000.00	-2,292.75	54.15%
5050-02 · Salaries - Merit Increase	21,250.00	84,975.00	-63,725.00	25.01%
5050-03 · Salaries - One-time Pay	1,500.00	5,000.00	-3,500.00	30.0%
5050-04 · Salaries - ARFF Coverage	0.00	9,600.00	-9,600.00	0.0%
5060-01 · Overtime - General	0.00	2,000.00	-2,000.00	0.0%
5060-02 · Overtime - Snow Removal	15,636.77	45,000.00	-29,363.23	34.75%
5100-00 · Retirement	77,347.35	169,298.00	-91,950.65	45.69%
5110-00 · Social Security/Medicare	53,027.11	119,249.00	-66,221.89	44.47%
5120-00 · Life Insurance	0.00	2,000.00	-2,000.00	0.0%
5130-00 · Medical Insurance	131,587.07	255,000.00	-123,412.93	51.6%

	Oct '22 - Sep 23	Budget	\$ Over Budget	% of Budget
5160-00 · Workman's Compensation	22,898.00	20,000.00	2,898.00	114.49%
Total 5000-00 · "A" EXPENSES	1,017,007.81	2,123,624.00	-1,106,616.19	47.89%
6000 · "B" EXPENDITURES				
6000-0 · "B" EXPENSES - ADMINISTRATIVE				
6000-00 · TRAVEL EXPENSE				
6000-01 · Travel	12,140.48	40,000.00	-27,859.52	30.35%
Total 6000-00 · TRAVEL EXPENSE	12,140.48	40,000.00	-27,859.52	30.35%
6010-00 · SUPPLIES/EQUIPMENT EXPENSE				
6010-01 · Supplies/Equipment - Office	5,050.11	8,000.00	-2,949.89	63.13%
6010-02 · Supplies/Equipment - Parking	256.88	1,000.00	-743.12	25.69%
6010-03 · Supplies/Equipment - Computer	9,625.96	25,000.00	-15,374.04	38.5%
Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE	14,932.95	34,000.00	-19,067.05	43.92%
6020-00 · INSURANCE				
6020-01 · Insurance	55,029.00	55,100.00	-71.00	99.87%
Total 6020-00 · INSURANCE	55,029.00	55,100.00	-71.00	99.87%
6030-00 · UTILITIES				
6030-01 · Utilities - Gas/Terminal	8,546.72	14,000.00	-5,453.28	61.05%
6030-02 · Utilities - Gas/AOB & Cold Stor	3,920.00	5,500.00	-1,580.00	71.27%
6030-03 · Utilities - Elect./Runway&PAPI	2,907.40	6,000.00	-3,092.60	48.46%
6030-04 · Utilities - Elec./AOB & Cold St	5,530.23	8,100.00	-2,569.77	68.27%
6030-05 · Utilities - Electric/Terminal	41,513.89	56,000.00	-14,486.11	74.13%
6030-06 · Utilities - Telephone	9,494.18	17,200.00	-7,705.82	55.2%
6030-07 · Utilities - Water	2,983.09	11,000.00	-8,016.91	27.12%
6030-08 · Utilities - Garbage Removal	6,980.11	14,500.00	-7,519.89	48.14%
6030-09 · Utilities - Sewer	2,497.55	4,800.00	-2,302.45	52.03%
6030-11 · Utilities - Electric/Tower	4,495.31	7,000.00	-2,504.69	64.22%
6030-12 · Utilities - Elec./Brdfld.Hghl	562.85	500.00	62.85	112.57%
6030-13 · Utilities - Elec. Exit Booth	1,034.48	2,200.00	-1,165.52	47.02%
6030-15 · Utilities - Elec/AWOS	2,161.77	3,800.00	-1,638.23	56.89%
6030-16 · Utilities - Elec. Wind Cone	38.43	150.00	-111.57	25.62%
6030-17 · Utilities - Elec./Gas- Hangar	4,271.33	5,000.00	-728.67	85.43%
6030-18 · Utilities - Lubricant Wst. Dspl	0.00	300.00	-300.00	0.0%
6030-20 · Utilities - Eccles Ranch	5,235.38			
Total 6030-00 · UTILITIES	102,172.72	156,050.00	-53,877.28	65.47%
6040-00 · SERVICE PROVIDER				
6040-02 · Service Provider - Term. Serv.	4,298.03	8,900.00	-4,601.97	48.29%
6040-03 · Service Provider - AOB Services	27,821.42	52,000.00	-24,178.58	53.5%
6040-04 · Service Provider-Ops./Airfield	14,740.00	16,000.00	-1,260.00	92.13%
6040-13 · Service Provider-Parking Lot	2,543.00	8,100.00	-5,557.00	31.4%
Total 6040-00 · SERVICE PROVIDER	49,402.45	85,000.00	-35,597.55	58.12%
6050-00 · PROFESSIONAL SERVICES				
6050-01 · Professional Services - Legal	44,371.16	100,000.00	-55,628.84	44.37%
6050-02 · Professional Serv. - Audit/Fina	56,288.83	93,200.00	-36,911.17	60.4%
6050-03 · Professional Services - Enginee	13,893.39	26,500.00	-12,606.61	52.43%
6050-04 · Professional Services - HR	6,127.50	15,000.00	-8,872.50	40.85%
6050-05 · Professional Services - Gen.	4,537.50	20,000.00	-15,462.50	22.69%
6050-10 · Prof. Svcs.-IT/Comp. Support	61,751.66	132,000.00	-70,248.34	46.78%
6050-12 · Prof. Serv.- Planning Air Serv.	410.00	8,000.00	-7,590.00	5.13%
6050-13 · Prof. Serv.-Website Hosting	479.00	10,000.00	-9,521.00	4.79%
6050-15 · Prof. Serv.-Web Maint-Outreach	8,394.43	25,000.00	-16,605.57	33.58%
6050-17 · Prof. Serv. - Airspace Consult.	0.00	35,000.00	-35,000.00	0.0%
6050-18 · Prof. Services - Approach Maint	3,535.00	35,000.00	-31,465.00	10.1%
6050-19 · Prof. Serv.-ATCT Relocation	5,280.00	60,000.00	-54,720.00	8.8%
6050-20 · Prof Services - New Approach	4,466.50	0.00	4,466.50	100.0%
6050-21 · Professional Services - Other	6,460.00	35,000.00	-28,540.00	18.46%
Total 6050-00 · PROFESSIONAL SERVICES	215,994.97	594,700.00	-378,705.03	36.32%

	Oct '22 - Sep 23	Budget	\$ Over Budget	% of Budget
6060-00 · MAINTENANCE-OFFICE EQUIPMENT				
6060-04 · Maintenance - Copier	398.14	2,000.00	-1,601.86	19.91%
6060-05 · Maintenance - Phone	1,249.00	1,215.00	34.00	102.8%
Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT	1,647.14	3,215.00	-1,567.86	51.23%
6070-00 · RENT/LEASE OFFICE EQUIPMENT				
6070-02 · Rent/Lease - Postage Meter	585.30	1,171.00	-585.70	49.98%
Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT	585.30	1,171.00	-585.70	49.98%
6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E				
6080-01 · Dues/Memberships	1,803.50	6,000.00	-4,196.50	30.06%
6080-04 · Publications	0.00	3,500.00	-3,500.00	0.0%
Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E	1,803.50	9,500.00	-7,696.50	18.98%
6090-00 · POSTAGE				
6090-01 · Postage/Courier Service	678.69	1,000.00	-321.31	67.87%
Total 6090-00 · POSTAGE	678.69	1,000.00	-321.31	67.87%
6100-00 · EDUCATION/TRAINING				
6100-01 · Education/Training - Admin.	2,544.00	10,000.00	-7,456.00	25.44%
6100-02 · Education/Training - OPS	1,365.00	14,000.00	-12,635.00	9.75%
6100-03 · Education/Training - ARFF	1,317.90	20,000.00	-18,682.10	6.59%
6100-04 · Ed/Train. - ARFF Trienn. Drill	1,881.58	4,000.00	-2,118.42	47.04%
6100-06 · Education - Security	648.00	2,500.00	-1,852.00	25.92%
6100-08 · Education/Training - HFD	0.00	0.00	0.00	0.0%
Total 6100-00 · EDUCATION/TRAINING	7,756.48	50,500.00	-42,743.52	15.36%
6101-00 · PUBLIC OUTREACH/COMMUNICATIONS				
6101-01 · Advertising/Social Media/Sponso	9,217.12	35,000.00	-25,782.88	26.34%
6101-02 · Public Outr/Comm - Noise Abatem	0.00	500.00	-500.00	0.0%
6101-03 · Public Outr/Comm - SAAC	6,405.21	10,000.00	-3,594.79	64.05%
Total 6101-00 · PUBLIC OUTREACH/COMMUNICATIONS	15,622.33	45,500.00	-29,877.67	34.34%
6110-00 · CONTRACTS				
6110-02 · Contracts - FMAA	30,500.00	42,000.00	-11,500.00	72.62%
6110-16 · Contracts - Prkg Mngt Fee/Ops	1,260.00	50,000.00	-48,740.00	2.52%
6110-17 · Contracts - Landing Fee Equip.	13,261.00	16,000.00	-2,739.00	82.88%
6110-18 · Contracts - Vector Commissions	28,809.19	100,000.00	-71,190.81	28.81%
Total 6110-00 · CONTRACTS	73,830.19	208,000.00	-134,169.81	35.5%
6130-00 · MISCELLANEOUS EXPENSES				
6130-01 · Misc. - General	522,984.01	15,000.00	507,984.01	3,486.56%
6140-01 · Merchant Fees	18,834.97	22,000.00	-3,165.03	85.61%
Total 6130-00 · MISCELLANEOUS EXPENSES	541,818.98	37,000.00	504,818.98	1,464.38%
Total 6000-0 · "B" EXPENSES - ADMINISTRATIVE	1,093,415.18	1,320,736.00	-227,320.82	82.79%
6001 · "B" EXPENSES - OPERATIONAL				
6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS				
6500-01 · Supplies/Equipment - General	5,234.18	13,500.00	-8,265.82	38.77%
6500-02 · Supplies/Equipment - Tools	3,200.03	20,000.00	-16,799.97	16.0%
6500-03 · Supplies/Equipment-ClothingOps	1,487.06	4,000.00	-2,512.94	37.18%
6500-04 · Supplies/Equipment - Janitorial	16,651.52	22,000.00	-5,348.48	75.69%
6500-07 · Supplies/Equipment-ClothingPark	300.32	2,000.00	-1,699.68	15.02%
Total 6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS	26,873.11	61,500.00	-34,626.89	43.7%
6505-00 · EQUIP/VEHICLE - LEASE/RENTAL				
6505-01 · Eq./Vehi Lease/Rental - General	87,459.16	88,000.00	-540.84	99.39%
Total 6505-00 · EQUIP/VEHICLE - LEASE/RENTAL	87,459.16	88,000.00	-540.84	99.39%
6510-00 · FUEL/LUBRICANTS				
6510-02 · Fuel	61,180.63	50,000.00	11,180.63	122.36%
6510-03 · Lubricants	5,052.63	8,000.00	-2,947.37	63.16%
Total 6510-00 · FUEL/LUBRICANTS	66,233.26	58,000.00	8,233.26	114.2%
6520-00 · VEHICLES/MAINTENANCE				
6520-01 · R/M Equipment - General	20,995.71	50,000.00	-29,004.29	41.99%
6520-06 · R/M Equip. -'85 Ford Dump	242.63	6,000.00	-5,757.37	4.04%

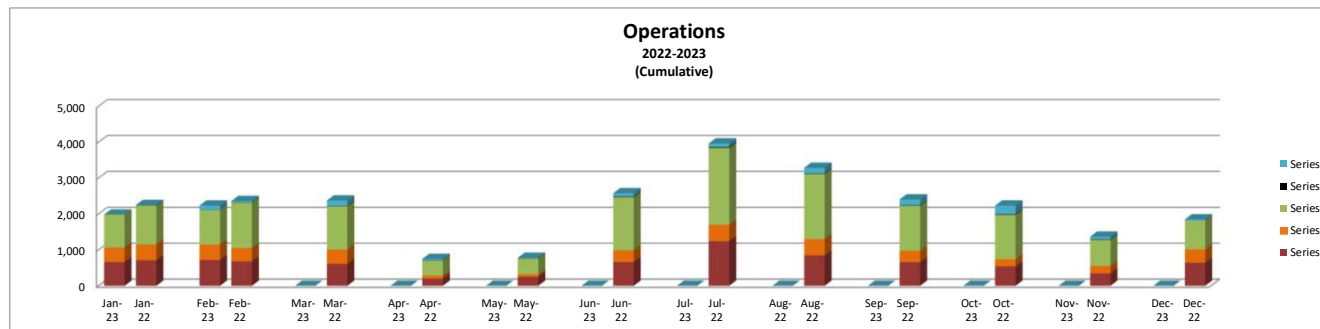
	Oct '22 - Sep 23	Budget	\$ Over Budget	% of Budget
6520-08 · R/M Equip. - '96 Tiger Tractor	0.00	1,000.00	-1,000.00	0.0%
6520-09 · R/M Equip. - '96 Oshkosh Swp.	0.00	0.00	0.00	0.0%
6520-17 · R/M Equip. '01 Case 921 Ldr.	0.00	500.00	-500.00	0.0%
6520-20 · R/M Equip. - '02 Kodiak Blower	392.90	750.00	-357.10	52.39%
6520-25 · R/M Equip. - '04 Batts De-Ice	0.00	500.00	-500.00	0.0%
6520-28 · R/M Equip.-'06 Case 621 Loader	3,220.00	1,000.00	2,220.00	322.0%
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	538.19	500.00	38.19	107.64%
6520-31 · R/M Equip. - '10 Oshkosh Blower	0.00	9,000.00	-9,000.00	0.0%
6520-32 · R/M Equip. - '09 Mini Truck	14.98	350.00	-335.02	4.28%
6520-34 · R/M Equip. - '12 Case 921F Load	0.00	1,000.00	-1,000.00	0.0%
6520-35 · R/M Equip. - '14 Ford Explorer	0.00	500.00	-500.00	0.0%
6520-36 · R/M Equip. - '10 Toyota Forklif	68.25	250.00	-181.75	27.3%
6520-37 · R/M Equip. - '15 Tool Cat	4,744.42	3,000.00	1,744.42	158.15%
6520-38 · R/M Equip. - '15 Wausau Broom	1,820.32	6,000.00	-4,179.68	30.34%
6520-39 · R/M Equip. - Boss Spreader	0.00	250.00	-250.00	0.0%
6520-40 · R/M Equip. - '17 Ford-350 Super	23.76	1,000.00	-976.24	2.38%
6520-41 · R/M Equip. - '17 Kodiak Blower	618.27	1,500.00	-881.73	41.22%
6520-43 · R/M Equip. - '18 279D Skid St.	327.09	4,500.00	-4,172.91	7.27%
6520-44 · R/M Equip. - '18 Cat 972M Ldr	226.04	1,000.00	-773.96	22.6%
6520-45 · R/M Equip. - '19 Oshkosh Broom	0.00	6,000.00	-6,000.00	0.0%
6520-46 · R/M Equip. - '20 Chev. 1500 PU	4,591.54	1,900.00	2,691.54	241.66%
6520-47 · R/M Equip. - '19 Cat 972M Ldr	3,006.98	1,000.00	2,006.98	300.7%
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	11,086.85	14,000.00	-2,913.15	79.19%
6520-50 · R/M Equip. - '22 MB Combo	11,499.03	14,000.00	-2,500.97	82.14%
6520-51 · R/M Equip. - '22 MB Deice Truck	3,779.74	3,000.00	779.74	125.99%
6520-52 · R/M Equip. - '22 MB4 Blower	692.27	2,000.00	-1,307.73	34.61%
6520-53 · R/M Equip. - '22 F-350	1,881.53	3,500.00	-1,618.47	53.76%
6520-54 · R/M Equip. - '23 Expedition	4,064.14			
Total 6520-00 · VEHICLES/MAINTENANCE	73,834.64	136,100.00	-62,265.36	54.25%
6530-00 · ARFF MAINTENANCE				
6530-01 · ARFF Maint. Gen/Supplies	3,451.58	10,000.00	-6,548.42	34.52%
6530-04 · ARFF Maint. - Radios	6,199.42	6,000.00	199.42	103.32%
6530-05 · ARFF MAint. - '03 E-One	37.50	2,500.00	-2,462.50	1.5%
6530-06 · ARFF Maint. - '20 Oshkosh Strik	0.00	1,000.00	-1,000.00	0.0%
Total 6530-00 · ARFF MAINTENANCE	9,688.50	19,500.00	-9,811.50	49.69%
6540-00 · REPAIRS/MAINTENANCE - BUILDING				
6540-01 · R/M Bldg. - General	118.05	1,500.00	-1,381.95	7.87%
6540-02 · R/M Bldg. - Terminal	42,056.86	120,000.00	-77,943.14	35.05%
6540-03 · R/M Bldg. - Terminal Concession	0.00	6,000.00	-6,000.00	0.0%
6540-04 · R/M Bldg. - Cold Storage	0.00	1,500.00	-1,500.00	0.0%
6540-05 · R/M Bldg. - AOB/SHOP	9,778.46	29,300.00	-19,521.54	33.37%
6540-06 · R/M Bldg. - Hangars	27.98	5,000.00	-4,972.02	0.56%
6540-07 · R/M Bldg. - Tower	7,051.60	7,000.00	51.60	100.74%
6540-08 · R/M Bldg. - Parking Booth	0.00	1,000.00	-1,000.00	0.0%
6540-10 · R/M Bldg. - Eccles Ranch	975.00			
Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING	60,007.95	171,300.00	-111,292.05	35.03%
6550-00 · REPAIRS/MAINTENANCE - AIRSIDE				
6550-01 · R/M - General	735.72	8,000.00	-7,264.28	9.2%
6550-02 · R/M - Airfield/Runway	5,837.29	60,000.00	-54,162.71	9.73%
6550-03 · R/M - Airfield/Runway - Deice	51,815.04	120,000.00	-68,184.96	43.18%
6550-04 · R/M - Lights	8,769.26	15,000.00	-6,230.74	58.46%
Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE	67,157.31	203,000.00	-135,842.69	33.08%
6551-00 · REPAIRS/MAINTENANCE - LANDSIDE				
6551-01 · RM - General	199.99	1,000.00	-800.01	20.0%

	Oct '22 - Sep 23	Budget	\$ Over Budget	% of Budget
6551-02 · R/M - Parking Lot	6,622.04	10,000.00	-3,377.96	66.22%
6551-03 · R/M - Landscaping	3,506.03	10,000.00	-6,493.97	35.06%
Total 6551-00 · REPAIRS/MAINTENANCE - LANDSIDE	10,328.06	21,000.00	-10,671.94	49.18%
6560-00 · SECURITY EXPENSE				
6560-01 · Security - General	6,953.86	12,000.00	-5,046.14	57.95%
6560-02 · Security - Law Enf. Offi. (LEO)	0.00	10,000.00	-10,000.00	0.0%
6560-03 · Security - Subscription Licens.	28,025.20	62,565.00	-34,539.80	44.79%
6560-04 · Security - Perim./Access/CCTV	12,998.96	25,500.00	-12,501.04	50.98%
6560-05 · Security - Professional Serv.	0.00	19,000.00	-19,000.00	0.0%
Total 6560-00 · SECURITY EXPENSE	47,978.02	129,065.00	-81,086.98	37.17%
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU				
6570-01 · R/M Aeronautical Equip - NDB/DME	4,258.40	10,000.00	-5,741.60	42.58%
6570-02 · R/M Aeronautical Equip. - Tower	2,129.20	8,000.00	-5,870.80	26.62%
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	4,258.40	8,500.00	-4,241.60	50.1%
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU	10,646.00	26,500.00	-15,854.00	40.17%
Total 6001 · "B" EXPENSES - OPERATIONAL	460,206.01	913,965.00	-453,758.99	50.35%
Total 6000 · "B" EXPENDITURES	1,553,621.19	2,234,701.00	-681,079.81	69.52%
7000 · "C" EXPENSES				
7001-00 · CAPITAL EXPENDITURES				
7001-01 · Land	102.25			
7001-02 · Buildings and Improvements	108,545.59	15,468,952.00	-15,360,406.41	0.7%
7001-03 · Airfield & General Improvements	99,997.97	425,000.00	-325,002.03	23.53%
7001-04 · Office Equipment	6,092.88	12,000.00	-5,907.12	50.77%
7001-05 · Maintenance Equipment /Vehicle	80,148.00	80,000.00	148.00	100.19%
7001-06 · Assessments/Plans/Studies	0.00	75,000.00	-75,000.00	0.0%
7001-09 · Security Equipment	39,161.98	40,000.00	-838.02	97.91%
7001-10 · SRE Aquisition Non-AIP	80,228.78	80,000.00	228.78	100.29%
7001-12 · Network Equipment	10,143.26	47,300.00	-37,156.74	21.45%
7001-99 · CONTINGENCY	0.00	1,000,000.00	-1,000,000.00	0.0%
Total 7001-00 · CAPITAL EXPENDITURES	424,420.71	17,228,252.00	-16,803,831.29	2.46%
7549-00 · AIP '49 - SRE Aqu., Pavement Ma				
7549-01 · AIP '49 - Eligible	8,258.03			
Total 7549-00 · AIP '49 - SRE Aqu., Pavement Ma	8,258.03			
7553-00 · AIP '53 - Rehab RW, TW & Apron				
7553-01 · AIP '53 - Eligible	6,631.54			
Total 7553-00 · AIP '53 - Rehab RW, TW & Apron	6,631.54			
7556-00 · AIP '56 - Rehab Runway Phase 2				
7556-01 · AIP '56 - Eligible	32,377.49			
Total 7556-00 · AIP '56 - Rehab Runway Phase 2	32,377.49			
7558-00 · AIP '58 - Rehab Runway Phase 3				
7558-01 · AIP '58 - Eligible	55,137.55			
Total 7558-00 · AIP '58 - Rehab Runway Phase 3	55,137.55			
7559-00 · AIP '59 - Acquire Land				
7559-01 · AIP '59 - Eligible	14,579.36			
Total 7559-00 · AIP '59 - Acquire Land	14,579.36			
8500-00 · Capital Imp. Program (CIP)				
8501-00 · CIP - General				
8501-01 · General	0.00	430,000.00	-430,000.00	0.0%
Total 8501-00 · CIP - General	0.00	430,000.00	-430,000.00	0.0%
Total 8500-00 · Capital Imp. Program (CIP)	0.00	430,000.00	-430,000.00	0.0%
Total 7000 · "C" EXPENSES	541,404.68	17,658,252.00	-17,116,847.32	3.07%
Total 5000 · EXPENDITURES	3,112,033.68	22,016,577.00	-18,904,543.32	14.14%
Total Expense	3,112,033.68	22,016,577.00	-18,904,543.32	14.14%
Net Ordinary Income	205,884.31	-6,091,049.00	6,296,933.31	-3.38%
Net Income	205,884.31	-6,091,049.00	6,296,933.31	-3.38%

**Friedman Memorial Airport
February 2023**

ATTACHMENT 3

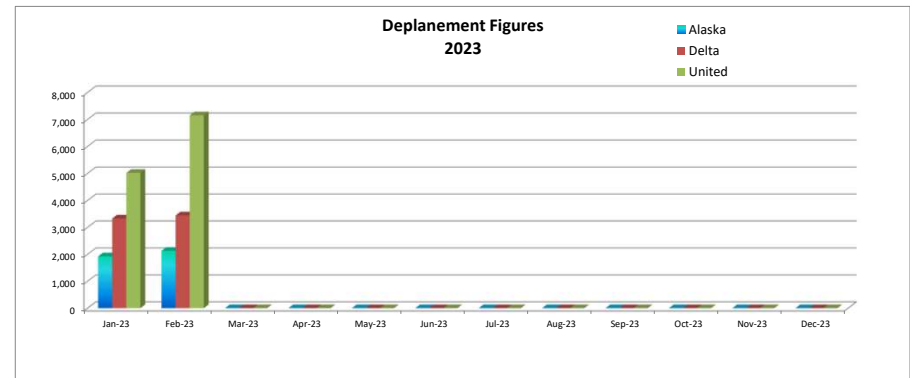
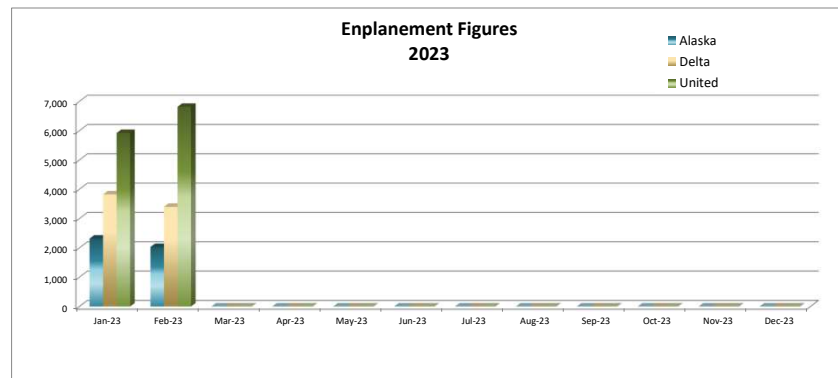
ATCT Traffic Operations Record																							
Month	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
January	3,622	3,893	3,912	2,600	3,028	2,787	4,547	2,520	2,070	2,379	2,408	2,098	2,454	2,128	2,249	1,842	1,665	2,019	2,172	1,987	2,001	2,250	1,986
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	2,237
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	0
April	2,494	3,649	2,213	2,840	2,462	2,047	2,581	2,113	1,724	1,735	1,604	1,513	1,509	1,210	1,337	1,380	1,426	1,257	1,116	616	1,590	748	0
May	3,905	4,184	2,654	3,282	2,729	2,134	1,579	2,293	2,280	1,891	1,533	1,693	1,852	555	668	1,501	1,802	1,442	1,174	1,127	1,894	779	0
June	4,787	5,039	4,737	4,438	3,674	3,656	5,181	3,334	2,503	3,019	2,898	2,761	3,203	2,164	2,387	2,475	2,502	2,552	2,292	2,069	2,931	2,580	0
July	6,359	8,796	6,117	5,910	5,424	5,931	7,398	4,704	4,551	5,005	5,004	4,810	5,345	4,345	4,159	4,562	4,573	5,033	4,266	3,356	4,005	3,965	0
August	6,479	6,917	5,513	5,707	5,722	6,087	8,196	4,570	4,488	4,705	4,326	3,823	4,644	3,114	2,932	3,719	3,873	3,175	3,260	2,859	3,289	3,286	0
September	3,871	4,636	4,162	4,124	4,609	3,760	4,311	2,696	3,376	3,128	3,359	2,396	2,403	2,237	2,292	2,379	2,036	2,224	2,235	2,692	2,884	2,408	0
October	3,879	3,656	3,426	2,936	3,570	3,339	3,103	2,134	2,145	2,012	1,886	1,658	1,874	1,760	1,789	1,377	1,939	1,670	1,571	2,212	2,128	2,236	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	1,370	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	1,851	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	26,211	4,223



ATCT Operations Change (February 2023 vs. February 2022)			
	2023	2022	% Change
Air Taxi	720	681	5.7%
Air Carrier	428	372	15.1%
General Aviation	956	1,263	-24.3%
Military	3	4	-25.0%
Civil	130	42	209.5%
Total	2,237	2,362	-5.3%
YTD Total	4,223	4,612	-8.4%

2023 Enplanements																		
Date	Alaska Airlines					Delta Airlines					United Airlines					Total Enp.	Prior Year Total Enp.	Total % Change
	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change			
Jan-23	2,248	68	2,316	1,696	37%	3,782	43	3,825	4,836	-21%	5,856	63	5,919	5,413	9%	12,060	11,945	1.0%
Feb-23	1,959	70	2,029	1,793	13%	3,344	55	3,399	3,605	-6%	6,739	75	6,814	6,085	12%	12,242	11,483	6.6%
Totals	4,207	138	4,345	3,489	25%	7,126	98	7,224	8,441	-14%	12,595	138	12,733	11,498	11%	24,302	23,428	3.7%

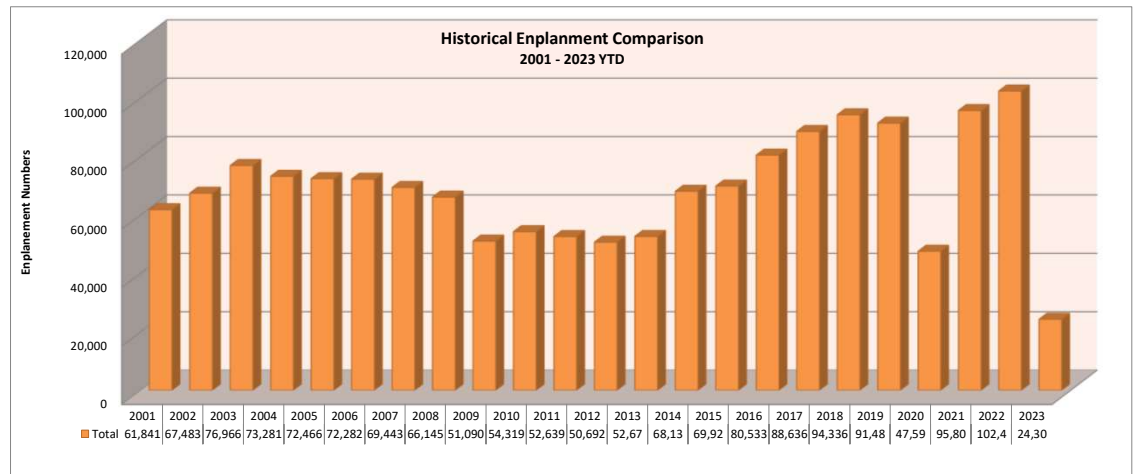
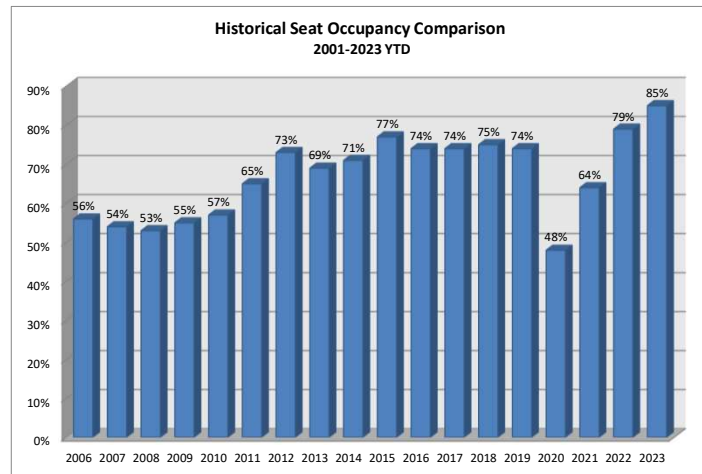
2023 Deplanements																		
Date	Alaska Airlines					Delta Airlines					United Airlines					Total Dep.	Prior Year Total Dep.	Total % Change
	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change			
Jan-23	1,874	49	1,923	1,457	32%	3,278	52	3,330	4,188	-20%	4,950	70	5,020	4,589	9%	10,273	10,234	0.4%
Feb-23	2,079	49	2,128	1,937	10%	3,399	46	3,445	3,521	-2%	7,071	80	7,151	6,226	15%	12,724	11,684	8.9%
Totals	3,953	98	4,051	3,394	19%	6,677	98	6,775	7,709	-12%	12,021	150	12,171	10,815	13%	22,997	21,918	4.9%



**Friedman Memorial Airport
February 2023**

2023 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-23	38	2,888	2,316	80%	59	4,136	3,825	92%	97	6,790	5,919	87%	13,814	12,060	87%	-11%	1%	10%
Feb-23	34	2,584	2,029	79%	57	3,990	3,399	85%	119	8,336	6,814	82%	14,910	12,242	82%	13%	7%	-5%
Totals	72	5,472	4,345	79%	116	8,126	7,224	89%	216	15,126	12,733	84%	28,724	24,302	85%	0%	4%	3%

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





GENERAL OFFICE
Ogden, Utah

2805 Washington Blvd. (Zip 84401)
P.O. Box 590
Ogden, UT 84402

PHONE (801) 621-5735
FAX (801) 334-2220
www.overlandwest.com

March 10, 2023

Friedman Memorial Airport Authority
Board Members
Hailey, Idaho 83333

Re: Operating Space for On-Airport Car Rental Companies

Dear FMA Board Members,

Overland West, Inc. operates at the Friedman Memorial Airport (The Airport) under the brand, Hertz Rent A Car (Hertz). Overland West, Inc. has been a tenant of the airport for nearly forty years. We enjoy our relationship with the airport, and we strive to be an exemplary tenant.

As you know, operating space at the Friedman Memorial Airport is tight. As a result of the limited available space at The Airport the on-airport car rental companies, unlike most of the 24 airports we operate in, do not have a facility on airport property to park, wash, and maintain rental vehicles. As our business and the Airport's business grows this is progressively becoming an operations nightmare. There literally is not enough space to park the vehicles needed to meet the car rental needs of the traveling public. The situation is especially problematic during the peak travel periods, Christmas, and summer.

We were excited to hear that The Airport has secured additional land adjacent to The Airport that is earmarked to be used to enhance operations at The Airport. With the acquisition of the land, we are respectfully asking The Board to consider allocating a portion of the newly acquired land to be developed for car rental use, specifically a Quick Turn Around facility (QTA).

A QTA is built to be used by the on-airport car rental companies to wash, store, and maintain rental vehicles. The bulk of QTA facilities are built using Customer Facility Use Fees (CFC) collected by the on-airport car rental companies. On October 1, 2022, we began collecting a CFC in Hailey in the amount of \$3.50 per transaction day with the goal of using the CFCs collected to build a QTA, which is why we are asking The Board to allocate land to be used by the on-airport car rental companies to construct a QTA.

We understand that the funding for the QTA may not be available; hence, the CFC currently being collected to accrue the necessary funding to build, but we feel strongly that the land needed for the QTA project needs to be allocated now. Land is difficult to secure at airports and allocating a parcel of the newly acquired land to be specifically used for a future QTA for car rental ensures that once the funding is in place there will space available to construct the QTA.

Further, allocating the land now will be an instant enhancement for our mutual customers, as prior to the buildout of the QTA, the on-airport car rental companies can use the land for parking and storing vehicles. Eliminating the congestion, double parked vehicles, and the operational issue of having no place available to park the vehicles needed to serve our mutual customer. Naturally, a land lease would need to be in place prior to car rental utilizing the land which will generate additional revenue for The Airport.

We appreciate the opportunity to present our concerns to the FMA Board, should there be questions or a need for more information regarding our request, please feel free to reach out to us. We also welcome the opportunity to visit with the board in person to discuss solutions to our lack of space at The Airport if The Board would like more information.

Sincerely,



Barbara Lam-Hales
Manager Rental Operations
Overland West, Inc. d.b.a. Hertz Rent A Car
2805 Washington Blvd
Ogden, Utah 84401
(801) 337-5236

CC: Steve Jones, V.P. Rental Operations, Overland West Inc
Dakotah Dayton, Manager Hertz Rent A Car Hailey, Idaho



March 27, 2023

Overland West, Inc
2805 Washington Blvd
PO Box 590
Ogden, UT 84402

RE: SUN Rental Car QTA

Dear Barbara,

Thank you for your letter to the Airport Board regarding a future QTA facility at SUN. Please find the following response and information:

The airport finalized a \$300,000 Terminal Area Plan (TAP) last summer (June 2022). The TAP included stakeholder outreach including outreach with our local rental car agencies. The plan does include a future site for a QTA in the preferred alternative selected by the Board. The plan also includes a general timeframe (2026) and cost (+/- \$2.8 million) for potential QTA development.

You can review the Board's preferred QTA alternative in both the TAP Executive Summary and full report:

<http://iflysun.com/wp-content/uploads/2022/04/SUN-Executive-Brochure-8.5x11-DIGITAL-03172022.pdf>

https://iflysun.com/wp-content/uploads/2022/09/FMA-SUN-TAP_Final-Report_22-07-27_digital_reduced.pdf

In your letter you reference the recent acquisition of new property by the Board (+/-386 acres) as a potential site for a QTA facility and additional rental car storage. Consistent with the Airport Board's adopted Airport Master Plan (2018), FAA approved Airport Layout Plan (ALP), and recent Environmental Assessment, only an approximate 10-acre portion of the new property is available for future aeronautical development which will be focused on new general aviation hangars and a potential second Fixed Based Operator (FBO). The purpose and need of the remainder of the property is strictly approach and departure protection and the prevention



Page 2

of future potential incompatible uses – in other words, the majority of the property must remain in its current agricultural state.

In the current Airport Master Plan and on the approved ALP, potential land for expanded terminal and rental car activities was identified. The identified parcels are off current airport property in the general vicinity of the terminal. Though on the ALP, identification of these parcels does not bind the airport to acquisition for terminal parking/rental car purposes.

Below is a link to the airport master plan webpage and document:

<http://iflysun.com/wp-content/uploads/2018/09/SUN-Master-Plan-Final-Report.pdf>

The airport is currently balancing many short term, high priority and high-cost projects including a passenger terminal renovation, Air Traffic Control Tower relocation, general aviation development, Snow Removal Equipment storage facilities, and the QTA. Again, the QTA concept was further refined from the master plan as part of the TAP, and it is our intention to move forward with this concept. You as rental car agencies are certainly free to independently explore additional offsite land acquisition to further support your operations at SUN considering our property constraints and current project priorities.

An IOU on our part from last fall is to get a planning meeting/charette scheduled to explore ideas and discuss details as it relates to getting the QTA project “off the ground” especially considering the recent implementation of the CFC. We will work to schedule a meeting as soon as able this spring/summer.

I hope this information is helpful. Please feel free to reach out to me with additional questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Chris Pomeroy".

Chris Pomeroy, C.M.
Airport Director
Friedman Memorial Airport

Cc: Dakotah Dayton, Manager, Hertz - Hailey

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From: Billy <wilfrahug@cox.net>
Sent: Wednesday, March 08, 2023 4:15 PM
To: Byron Meador; joy@msnbc.com; philip.rucker@washpost.com; toni@sunvalleyicecream.com; Rep. Mike Simpson; sara.cannon@mail.house.gov ; tours@risch.senate.gov ; senator@risch.senate.gov; kurtandersenemail@gmail.com; heidi.husbands@haileycityhall.org; Keith Roark; Jim Foudy; John Whipple; Greg Travelstead; Janet Carter; Jenny Emery-Davidson; Len Harlig; Mary Roberson; Peter Lobb; Richard Stopol; daveyten7@gmail.com; Dr. Wendy Pabich; chiefcaballero@gmail.com; ivanbeanny@gmail.com; ms.sarahmichael@gmail.com; sboettger@woodriverlandtrust.org; kerl@woodriverlandtrust.org; kenneth.l.quigley@usps.gov; kisis@cox.net; kriswirth@gmail.com; Ben Worst; reglorn@cox.net; jamesmlapoint44@gmail.com; proutyjp@gmail.com; gordo44@cox.net; hymy1@q.com; jamesmlapoint44@gmail.com; proutyjp@gmail.com; betsy@writersontherange.com; jonathan@hcn.org; Alyssa Pinkerton; senator@klobuchar.senate.gov; senator@durbin.senate.gov; senator@booker.senate.gov; jamie.raskin@mail.house.gov; senator@warren.senate.gov; senator@tester.senate.gov; senator@whitehouse.senate.gov; senator@sanders.senate.gov; jamie.raskin@mail.house.gov; To ktershel@supremecourt.gov; pio@supremecourt.gov; pmccabe@supremecourt.gov; swatson@supremecourt.gov; Christen.Cromer@aspeninstitute.org; Kalissa.Hendrickson@aspeninstitute.org; Stephenie.Mauren@aspeninstitute.org; allison.perry@aspeninstitute.org; cristal.logan@aspeninstitute.org; lyn.drewien@haileypubliclibrary.org; Andrew Guckes; Elizabeth lili simpson; kriswirth@gmail.com; bobclosser@gmail.com; H Boyle; mdavis@co.blaine.id.us; Comang@slhs.org; kmejacobson@cox.net; Reclaim Idaho; Action Network; Luke Mayville; Jack Van Valkenburgh; faa-air21@faa.gov; Charlene (FAA); Chris Pomeroy; feedback@own.tv; oprah@oprah.com; jvos@uidaho.edu; Keith Roark; jconard@sunvalleyidaho.gov; gretchen stinnett; GLanting@house.idaho.gov; JNelsen@house.idaho.gov; LClow@house.idaho.gov; NBurns@house.idaho.gov; RTaylor@senate.idaho.gov; AGLabrador@ag.idaho.gov; ksaks@sunvalleyidaho.gov; jacob.strohmeyer@usda.gov; tamifaulhaber@ag.idaho.gov; dminnich@isb.idaho.gov; jcrossland@isb.idaho.gov; mryanbraley@isb.idaho.gov; bandrews@isb.idaho.gov; clambert@isb.idaho.gov; claudia.nally@gov.idaho.gov ; sam.eaton@gov.idaho.gov ; correspondence_reply@crapo.senate.gov; ccripe@idahostatesman.com; samantha_marshall@crapo.senate.gov
Subject: the normalization of establishment corruption, conspiracy, collusion, and associated lies in our fair valley - including another POV, not just mine!

Folks,

https://www.mtexpress.com/news/sun_valley/sun-valley-to-purchase-historic-home-in-hailey-for-2-3-million/article_4786e3a8-ae2b-11ed-b39d-7b4fcbba01ab.html

Below are comments from an individual (SV Native) well aware of the dirty, back-room dealing between local officials/staffs and real estate interests, quite familiar with the supporting cast in this latest tragic episode of establishment malfeasance. The players in this particular scene now having committed multiple

criminal violations of state and municipal statute with apparent impunity, as suspense is hanging in the air of our fair valley similar to that surrounding the possibility of indictments of TFG.

In this instance possible charges attached to members of the economic aristocracy inhabiting our fair valley, perhaps correctly presuming PRIVILEGE will deliver them from any accountability for actions both intentional and illegal, wealth affording the option of attorneys to obstruct obfuscate, and delay, commonly providing de facto immunity, understanding in our system of justice (?) only poor people are ever prosecuted and punished.

In this latest melodrama the City Administrator in Hailey was clearly LYING about the extent of her communication with members of the Sun Valley City Council and new Sun Valley City Administrator in these illegal negotiations, quite obvious in her email exchange with Mr. Travelstead. Concluding with "Since Hailey is not involved yet in this property in any official capacity, I am directing your correspondence to Jim Keating, Sun Valley City Administrator." An expeditious stab in the back for Mr. Keating by Ms. Horrorwitch after just ten days on the job!

From the IME:

As of now, the city of Hailey is a "project partner," according to Hailey City Administrator Lisa Horowitz, but hopes to have "a more formal role"—potentially involving financial assistance—down the road. Hailey is in part responsible for the deal; when they became aware that the Ellsworth Inn property was for sale, city staff told Sun Valley, which they knew was in the market for something like it.

From the email exchange with Mr. Travelstead:

MR. TRAVELSTEAD - "(re: your points that they may "start" on the tennis court side, maintain the Inn building for sometime, find a corporate property manager / lessor, and demo the small house nearest me)."

MS. HORRORWITCH - "Truthfully, we have not yet begun discussions with the City of Sun Valley, but we will in the near future."

"TRUTHFULLY, we have not yet begun discussions" when you have clearly been up to your eyeballs deep in discussions suggests a pathologically unhealthy relationship with the TRUTH, always my objective regarding a corrupt local establishment conspiring behind closed doors with the real estate industry which has been the primary focus of these emails of mine for a few years now.

The former mayor, Fritz Haemmerle, and former City Attorney, Ned Williamson, are the ones who weaponized Ms. Horrorwitch who now apparently believes the systematic corruption of process is now just the way of doing business at City Hall in Hailey. The current mayor of Hailey should immediately dismiss the City Administrator and would herself resign if she had even a shred of integrity and dignity.

Unfortunately, friends of Council President Kaz say she has aspirations to be Mayor, and this unprofessional, good-ole-boy-and-girl bullshit would probably just continue, meaning working taxpayers in Hailey would continue to be sold out to special interests, profit privatized risk socialized, while residents of Woodside and Bellevue will continue to be poisoned and terrorized by airport operations long after the decision to move the airport was made in 2006. Moving the airport is a clearly stated objective in the Hailey Comprehensive Plan, for now anyway.

No one in the south valley is buying this "kumbaya, one community!" special-interest bullshit. Hailey and Bellevue are being converted into SACRIFICE AREAS so north valley interests can cash in on the billionaire class, with officials and staff in Hailey complicit. A former fossil-fuel (BP) executive (SVED) and former fossil-fuel commodities trader (SV City Council, ARCH) now have more influence on the shaping of Hailey and Bellevue than residents. Part of the reason our fair valley, like the planet, will remain in perpetual crisis, the objective of moneyed interests, much easier to rapidly extract wealth in a cultural environment of chaos where rule of law is ignored, abandoned, circumvented, or eliminated anywhere it is in conflict with the "Club for Growth" agenda. Apparently participating in the destruction of the atmosphere and ecosystems of this planet did not provide these two sufficient fulfillment, so perhaps they now believe ramming an elitist agenda down the throats of citizens of Hailey and Bellevue might do the trick.

I hope the corrupt local establishment does not attempt to exploit Kathryn Goldman the Mayor of Bellevue as massive real estate corporations now have a city in their sights that is already struggling mightily with water and sewer infrastructure issues, not to mention street and plowing difficulties. Along with Heidi Husbands I have a sense that she is that rare orchid in our harsh, high desert, conservative political environment which appears to nurture only the greed of special interests, the self-interest of local officials and staff and associated quid pro quo personal relationships.

Ms. Goldman appears genuinely committed to the broader public interest, unlike the BC Board who approved the SLEAZY REZONE of the Schlunegger property at Beaver Creek to accommodate a former Lead Planner from Ketchum and others inhabiting an exclusive bubble of privilege, now gifted nine trophy homes on the SNRA as the urbanization of the Smiley Creek area begins. Past declarations of concern about preserving the "rustic and rural character" of Sawtooth Valley proving to be complete bullshit. At least the Custer County Commissioners didn't lie about their intentions toward development of private holdings in Sawtooth Valley, unlike the hypocrites on the BC Board.

Without this latest expression of local corruption between the City of Sun Valley and the City of Hailey being exposed by landing literally on the very doorstep of an individual with unflinching integrity who is smarter and possesses a more expansive knowledge of institutional parameters associated with governmental process, particularly as it relates to real estate development, than all the members of the corrupt local establishment combined, this "CRAP," like all the other "CRAP," would have been a done deal receiving a rubber-stamp before anyone even knew anything about it.

In this instance criminal violations were committed in yet another real estate "FARCE" by local officials and staffs conspiring to illegally accommodate real estate interests, the Mayor of Sun Valley supporting a majority vote of the Sun Valley City Council aggressively pursuing a deal that would have delivered a fat commission on a \$2.3 million deal to Sun Valley City Councilman Brad DuFur, who recused himself from the vote but conveniently neglected to say why.

Conard agreed, "There are business transactions where time is of the essence, and a certain amount of information needs to be kept in a limited manner in order to avoid having someone else outbid you—that's what this is," she said.

As well as a clearly stated objection to precepts regarding transparency, I'm sorry Ms. Conard, in this case it is simply NOT TRUE as Mr. Travelstead posits:

As you might imagine, I am deeply concerned about what might occur on the site. As a real estate planning and finance professional, I do not think that a market rate housing project makes sense at \$2.3M land cost, with the current GR zoning. I think my opinion is backed by the fact that the private sector seems to agree – two failed, recent transactions.

It follows that creating workforce housing there would require substantial public subsidy or zoning changes or both to become feasible.

If you and Hailey staff were meeting on site with SV officials or its agents or representatives three weeks ago, that would pre-date the Purchase and Sale contract (February 4 I think). Might be some LLUPA and/or open meeting law issues.

So, for those of you unfamiliar with the culture of privilege, greed, classism, and corruption in our fair valley driving a MALIGNANT GROWTH AGENDA which has resulted in TOXIC GENTRIFICATION, a whole lot of empty, performative virtue-signaling around workforce housing is being engaged. An effete local economic aristocracy is now desperate as a consequence of the servant shortage they themselves are responsible for creating. Also perfectly comfortable with sacrificing a Hailey Heritage Site.

The rationalization by officials in Sun Valley which will be presented to the BCPA if in this case the authorities don't simply turn a blind eye, is that this corruption of process is intended to produce workforce housing, "we're simply being compassionate." This while they continue to deny a rezone request by the Community School for property at Sagewillow in Elkhorn, an ideal location for an abundance of high-quality, high density, workforce housing in an isolated area, out of site out of mind, a perfect place to build one of those cool, European micro-communities which would fit quite nicely. BUT, while citizens of Sun Valley are okay with teachers at the Community School spending more time with their kids than the parents, apparently they are not okay with those same teachers living amongst them in the same entitled north valley jurisdiction.

MOVE THE AIRPORT, THEN PLENTY OF ROOM FOR EMPLOYERS TO BUILD HOUSING ON LOTS WITH A 100-YEAR, \$1 LEASE. Wages in our fair valley in this right-to work, low-wage state, are never going to allow a resident workforce in our fair valley, and clearly the band-aids being applied will continue to be woefully inadequate. Move the airport south of Timmerman, where more affordable housing will organically evolve in Blaine and Lincoln counties. The only reason the airport hasn't moved is that honest officials possessing integrity who made the decision to do so have been replaced by reliably faithful servants of privilege, greed, classism, and corruption, who don't want to inconvenience their billionaire masters with twenty additional minutes of ground travel, still far less than most resort areas.

SV Native Feb 18, 2023 1:07am

Just rolled into town, oh crap this is wrong.

From IME 2015, this is Jane Conrad's election platform:

https://www.mtexpress.com/jane-conard/image_90c94cbc-7d06-11e5-bd68-a3aa41ca1647.html

"Jane Conrad"

"Why running "

" 1. The budget process is flawed due to a lack of leadership, minimal long-range planning and lack of transparency and collaboration. Last June, the mayor proposed a budget to the council, sans input from the

council or the public, in a complex government accounting format with no explanatory narrative. " [insert pejorative]

" 4. Sun Valley can substantially reduce legal expenses by eliminating litigious behavior and conduct. [good luck with that]... "The city can also save money with better construction management and oversight of its housing assets." [I just threw up in my mouth]

" 5. The city can encourage citizen inclusion and input by being more "user friendly." "[I need a glass of wine]

Today's paper:

" Councilman Brad DuFur recused himself from the discussion without citing a reason." [apparently someone here knows Brad is the deal broker. Good for recusal, bad for the alleged sleazy involvement]

" The meeting was noticed Monday at 2 p.m.—one hour more than the 24-hour minimum required for special meetings by Idaho code." [see Jane's ethos above]

" Saks took exception to the process and the willingness to spend \$2.3 million without more public input" [HERO!]

"We don't need to get approval first, we are elected to act in the best interest of the community," [You were not elected by the people of Hailey! Why do I find the need to have a pitchfork in my hands?]

" Keating, who joked about the fact that he is new to the job,"... "In addition to being your 10-day-old city administrator, I'm also a Hailey resident." [Jim, really?]

BURYING THE LEDE

" As of now, the city of Hailey is a "project partner," according to Hailey City Administrator Lisa Horowitz, but hopes to have "a more formal role"—potentially involving financial assistance—down the road. Hailey is in part responsible for the deal; when they became aware that the Ellsworth Inn property was for sale, city staff told Sun Valley, which they knew was in the market for something like it." [Lisa Horowitz is behind this insider deal. R. Davis is merely a puppet of Lisa, don't be fooled by jobs titles.]

" The main house is fully furnished, and in pretty good shape for a building of its age, according to Keating. It is not officially designated a historic structure, but is considered by the city to be so, and has been treated as such in the past." [Jim, you are the expert, it IS historical, and should be designated as such, including the ancillary structures]

" There are business transactions where time is of the essence, and a certain amount of information needs to be kept in a limited manner in order to avoid having someone else outbid you—that's what this is," she said. [Insiderism via Horowitz? Doesn't pass the smell test. I mean really]: " Keating said city staff evaluated the financials of the deal and are confident that the city is making out well." [Yea, by dumping your problems on the residents of Hailey]

"Conard added that, if all else fails, the city could always sell the land." [Um, pretty sure it's not legal for the government to compete with private enterprise]

" Saks disagreed, and stood fast in his stance that this is the wrong way to go about the wrong type of deal." [Did I say hero]

"This is the first chance the public could even know, let alone evaluate it," he said. "I'm not saying this might not be an excellent business venture as a private entity" [news flash: SVC is a publicly entity. "but the idea of selling to a third party would put us in the real estate speculation business, which I don't think [is our job]." [Hero Saks is spot on]

What do I think? This deal smells like classism, where the profits of the rich are privatized (SVC preserves their high-value real estate/isolated culture), and socializes the housing costs to the middle class (Hailey residents pick up the tab by sacrificing their towns historical treasures and infrastructure, in the name of workforce housing). Remember recently when some dude wanted to build a parking lot, and knocked down a 100 year old forestry building. These Ellsworth buildings are nearly 100 years old. Once they are gone, no one remembers, which is the saddest part. For example, so many of you don't even remember the magic of the trains that were here (there's still about 100 feet of rail left near River Run). These structures and their properties outlive all of us, if they survive.

Thank you **SV Native** for being another honest arbiter of the *truth*.

William F. Hughes

Hailey, Idaho

From: Billy <wilfrahug@cox.net>
Sent: Saturday, March 18, 2023 1:48 PM
To: ejones@mtexpress.com ; Byron Meador; joy@msnbc.com; philip.rucker@washpost.com; toni@sunvalleyicecream.com; Rep. Mike Simpson; sara.cannon@mail.house.gov ; tours@risch.senate.gov ; senator@risch.senate.gov; kurtandersenemail@gmail.com; heidi.husbands@haileycityhall.org; Keith Roark; Jim Foudy; John Whipple; Greg Travelstead; Janet Carter; Jenny Emery-Davidson; Len Harlig; Mary Roberson; Peter Lobb; Richard Stopol; daveyten7@gmail.com; macker@svskylan.net; Dr. Wendy Pabich; chiefcaballero@gmail.com; ivanbeanny@gmail.com; ms.sarahmichael@gmail.com; sboettger@woodriverlandtrust.org; keri@woodriverlandtrust.org; ahnorton@tetoncountywy.gov; Reed, Clayton; kenneth.l.quigley@usps.gov; kisis@cox.net; kriswirth@gmail.com; Ben Worst; reglorn@cox.net; jamesmlapoint44@gmail.com; proutyjp@gmail.com; gordo44@cox.net; hymy1@q.com; jamesmlapoint44@gmail.com; proutyjp@gmail.com; betsy@writersontherange.com; jonathan@hcn.org; Alyssa Pinkerton; senator@klobuchar.senate.gov; senator@durbin.senate.gov; senator@booker.senate.gov; jamie.raskin@mail.house.gov; senator@warren.senate.gov; senator@tester.senate.gov; senator@whitehouse.senate.gov; senator@sanders.senate.gov; jamie.raskin@mail.house.gov; To ktershel@supremecourt.gov; pio@supremecourt.gov; pmccabe@supremecourt.gov; swatson@supremecourt.gov; Christen.Cromer@aspeninstitute.org; Kalissa.Hendrickson@aspeninstitute.org; Stephenie.Mauren@aspeninstitute.org; allison.perry@aspeninstitute.org; cristal.logan@aspeninstitute.org; lyn.drewien@haileypubliclibrary.org; Andrew Guckes; Elizabeth lili simpson; kriswirth@gmail.com; bobclosser@gmail.com; H Boyle; mdavis@co.blaine.id.us; Comang@slhs.org; kmejacobson@cox.net; Reclaim Idaho; Action Network; Luke Mayville; mike@michaelmoore.com; Jack Van Valkenburgh; faa-air21@faa.gov; Charlene (FAA); Chris Pomeroy; feedback@own.tv; oprah@oprah.com; jvos@uidaho.edu; Keith Roark; jconard@sunvalleyidaho.gov; gretchen stinnett; GLanting@house.idaho.gov; JNelsen@house.idaho.gov; LClow@house.idaho.gov; NBurns@house.idaho.gov; RTaylor@senate.idaho.gov; AGLabrador@ag.idaho.gov; ksaks@sunvalleyidaho.gov; jacob.strohmeyer@usda.gov; tamifaulhaber@ag.idaho.gov; dminnich@isb.idaho.gov; jcrossland@isb.idaho.gov; mryanbraley@isb.idaho.gov; bandrews@isb.idaho.gov; clambert@isb.idaho.gov; claudia.nally@gov.idaho.gov ; sam.eaton@gov.idaho.gov ; correspondence_reply@crapo.senate.gov; ccripe@idahostatesman.com; samantha_marshall@crapo.senate.gov
Subject: the patterns of corruption motivated by greed IDENTICAL at every level of government.

Folks,

"FMAA officials say they are happy..." As part of the corrupt local establishment the IME is pushing propaganda eagerly supporting *retention* and *expansion* of the airport in Hailey and attempting to sell the *deceit* that there is no objection from citizens who are poisoned and terrorized by airport operations even though they have never been asked by officials for their opinions on the matter. In making approximately 300 in-person contacts handing out printed comments supporting *relocation* to residents of homes in Woodside between Memorial Day and the Forth of July of 2021, 100% of the people I talked to wanted the airport moved, some with asthmatic children *desperately*. This reality

resulting in rapidly growing support of *relocation* outside the bubble of privilege inhabited by members of the corrupt local establishment.

Yes, Kumbaya establishment fantasies of one "happy" community supporting an elitist north valley special-interest agenda read well in various pretentious bubbles of privilege and in the pages of a weekly paper now reduced to associated advertorial propaganda and narratives, but not so much in the places frequented by hard-working taxpaying citizens in the south valley. Citizens who clearly understand they have been completely sold out to real estate development interests and the billionaire class who write off all the costs of traveling to and from various palaces in private aircraft, disrupting the lives of those seriously impacted by operations at an airport established in 1930 for which officials with integrity as well as paid consultants in 2006 decided must be *relocated*, actively engaging in a Site Selection process and identifying three suitable alternative locations.

The position of today's officials, "It's okay, half of residents in Woodside and Bellevue are Hispanic now and will passively submit to the corrupt airport retention and expansion agenda of the patronage." Clearly *environmental racism* as the decision to move the airport has already been made then subsequently reneged on by low-character officials simply to accommodate the *convenience* of the economic aristocracy, twenty minutes of additional ground travel for them taking priority over the health, safety, and welfare of many thousands of working citizens. There would be zero impacts on tourism from relocation, so why hasn't the airport moved?

From the individual with the most comprehensive knowledge of associated airport history:

"Bill Sailor, who was Sun Valley Company's director of visitor affairs at the time, testified at a forum held prior to the election, that SV Company did not consider FMA (Friedman Memorial Airport) a suitable facility for the kind of airplane service they needed and, therefore, the company favored the regional approach. Over the years, Dick Fenton, and his band of predatory realtors, have been the driving force for retention and expansion of FMA. They speak of "service to the Greater Sun Valley Community and the tourist industry" when, in fact, they don't give a damn about the public at large or the tourist industry. Their interest is entirely parochial. No high-end resort community in North America has a private-jet qualified airport just a mere 15 miles away from the Palaces they build and have built in the S.V. area. That is a little known but lucrative boon to high-end realtors who aggressively pursue the multi-millionaire and billionaire clients willing to shell out \$10 million for raw land and another \$20 million to \$40 million to build a monument to their avarice. If you have the bucks, you can land your private jet at FMA and be at your 2nd, 3rd, or 4th vacation home in Chocolate Gulch, Adams Gulch, etc. in a matter of minutes. If you purchased a similar home in Park City, Utah, the drive from the SLC airport would take 45 minutes to an hour. Just think what the standard real estate commission is on a \$10 million real estate transaction. The Dick Fentons of this world and the real estate industry could care less about the good of anyone other than themselves."

Mayor Martha heartily drank the Chamber of Commerce Kool-Aid hyper-aggressively stirred by TFG Fritz and has also been sipping SVED Kool-Aid. Harry, please stay out of Hailey with your *Municipal Campground* and other BS, idiotic, albatross-hanging projects. While those funding your special-interest agenda and the IME coverage suggest credibility, you have very little in south valley circles.

North valley interests are intent on making Hailey and Bellevue *sacrifice areas*, throwing citizens under the bus to accommodate their *malignant growth agenda*, including airport operations at Friedman which have clearly outgrown their Hailey location. That is why Martha has now been made chair of the FMAA Board, more of the social context and attention she craves, contentedly chewing her cud at various meetings while her City Administrator *lies* like Ed Lawson or a rug, engaging in *criminal actions and behavior* apparently to prove to Nina Jonas and those up north who ran her out of Ketchum she can screw up Hailey even worse.

No continuing coverage by the IME of the *criminal conspiracy* between the Hailey City Administrator and Sun Valley City Council (ARCH) over the prospective purchase of the Ellsworth Inn, *illegal collusion* committed in a thwarted attempt to once again aggressively pursue yet more real estate development malfeasance, once again absent of observation and honoring of associated statute. Personal relationships now having more influence on real estate development than code. A smelly real estate deal which would no doubt have proceeded if not for the *corruption of process* represented by this Ellsworth Inn fiasco having landed on the doorstep of an individual far better informed on such issues than all these establishment fools involved combined.

No recent coverage in the IME of Hennessey's county proposal out Quigley Canyon for estate lots requiring the sanctioning of yet another violation of the Hillside Ordinance (like up in Sun Valley) and relocating the historic easement and gravel road citizens have enjoyed and cherished for many decades. A development proposal which has now been directed to "*mediation*" thanks to huge participation by the public organized by at least one individual who still gives enough of a shit about this place for reasons other than extracting money. Unfortunately, I have my doubts about the outcome of this "*mediation*" as the "fix" is commonly leaning toward development interests. Hopefully people are no longer going to passively swallow the garbage a corrupt local establishment is constantly attempting to ram down their collective throats.

This organized resistance to the Quigley proposal is a refreshing departure from the *sleazy rezone* of the Schlunegger property at Beaver Creek on the SNRA which was flown under the radar by a cabal of *connected* planners to conveniently avoid anything much in the way of public scrutiny. A *heinous* proposal receiving extremely shallow and superficial consideration by BC P&Z in a "rubber-stamp" meeting of which no one was aware. Approval of this *sleazy rezone* providing tens of millions of added value to this unique Sawtooth Valley property to friends of those involved, as the *urbanization* of the Smiley Creek area is now underway.

After all my letters over the years providing comment on both Wilderness Legislation and the importance of preserving the *rustic* and *rural* character of the SNRA, I would have thought someone if they actually possessed any integrity would have given me a heads-up on the stuffing of nine trophy homes onto property with such development supposedly restricted by a *scenic easement* to prohibit such desecration long ago. Still, with only *one day* before the meeting following a brief article in the IME, BC officials received *8 letters in opposition* to this *sleazy rezone* and *none in support*, associated material taken down from the county's website when I was searching for those letters and the names of the authors so I could get in touch with them.

No longer even remotely interested in journalism, the IME is no different from FOX News in feeding carefully controlled, special-interest, north-valley messaging to their readers in service of the local, ancient, conservative establishment serving an economic aristocracy who don't give a rat's ass about anyone but themselves and their corrupt agenda aggressively promoting the *toxic gentrification* of our fair valley and now Sawtooth Valley.

So *please* Pam, *please* once again regurgitate the "*blue island*" crap for old times sake, you and Evelyn no doubt making old Rupert very proud of your dogged persistence in attempting to sell such a patently false narrative. Like Rupert and all the other fascist oligarchs attempting to sell the division as left to right ideologically and incite the worst inclinations of the Republican base to distract from the reality the extreme division has been intentionally engineered up to down economically for fifty years promoting exclusively the aggressive upward redistribution of wealth. This has created the most massive wealth and income inequality in human history, which in the past found balance restored through bloodshed. While this valley is a perfect reflection of the *conservative corruption* of priorities and regulation to extract wealth for elites observed on the national stage for decades, at least I find solace in that Dems in Washington are fighting hard to shift this corrupt economic paradigm. Locally, too old, too rich, too white to have any hope for substantive change.

Identical to the c-suite inhabitants of Silicon Valley, Signature, and First Republic Banks who foolishly invested in *crypto* and other risky ventures while mismanaging their institutions which found some executives responsible cashing in stock options before their value crashed, a *malignant growth agenda* has been engineered in this case by local "players." An agenda similarly and insidiously accommodated through ignoring, abandoning, circumventing, and eliminating regulation anywhere it interferes with greedy development interests and aggressively promoted by the reliably faithful servants of privilege, greed, classism, and corruption installed by BC Democrats to serve exclusively the economic aristocracy inhabiting the north valley, at the expense in both treasure, de facto waiver in Hailey of many millions in impact fees, and quality of life of south valley residents.

Municipal Code and regulation to manage and plan for growth was carefully crafted and observed for many decades by past, honorable and responsible officials and staffs who believed it was important to take the time to get things right. Now a rubber-stamp quickly applied to eliminate any and all planning in service of the *malignant growth agenda* now rapidly converting our fair valley into a tacky suburb of SLC to extract wealth.

Screw the working class and hillsides, and those whose most valuable asset was once their quality of life. They won't be paying much attention to the trashing of that quality as the increasing stink and screeching of jet aircraft will distract them. Just to be sure let's have teenagers who got flight lessons for Christmas and their Instructor wake everyone up at first light all summer long flying low over the neighborhoods of Hailey. Two inconsiderate a\$\$holes playing alarm clock for thousands of citizens, a perfect metaphor for the economic realities, profit privatized risk socialized, addressed in this diatribe. "*Rich man wins, poor man pays*" - Climax Blues Band. Hundreds of square miles of uninhabited (except by critters, sorry critters!) high desert to fly over east of the airport site identified

south of Timmerman Hill. But then you wouldn't be waking the *peasants* every morning for months, which is so much fun!

Keith Saks excluded, ignorant Sun Valley City Council Members (ARCH) and the mayor were easily manipulated by an unethical and dishonest, *lying* Hailey City Administrator quite eager to destroy a local Heritage Site in Hailey to house some of the north valley servants of the economic aristocracy. *Masters* in the antebellum south were quite comfortable with the slaves living on the plantation, but not residents of Sun Valley. Apparently the City of Sun Valley had designs on using the Ellsworth Inn property for workforce housing needs because *heaven forbid* they approve a rezoning application for the Sagewillow property from the Community School to accommodate housing for teachers and support staff.

While citizens of Sun Valley are okay with teachers at the Community School spending more time with their kids than the parents, apparently they are not okay with those same teachers living amongst them in the same entitled north valley jurisdiction. The property at Sagewillow in Elkhorn is an *ideal* location for an abundance of high-quality, high-density workforce housing, in an isolated area, out of sight out of mind, a perfect place to build one of those cool, European micro-communities which would fit quite nicely, and unlike Friedman Memorial Airport would not disrupt the lives of nearby residents.

With a heads-up from a friend (?) on a council meeting in Sun Valley, which unbeknownst to me had removed consideration of the Ellsworth Inn fiasco from the meeting agenda, I was in attendance at the beginning of the meeting. I was glad I attended, reinforcing my prior perceptions of a tired, conservative gerontocracy attempting to find some validation by playing *pretend government* in an exclusive enclave in the Northern Rockies. Those perceptions were initially acquired when I last went up to Sun Valley City Hall advocating for preserving the *sanctity* of the Hillside Ordinance, regarding which they subsequently and mindlessly "rubber-stamped" an odious *violation*. *Anything for great big money*, principles and ordinance be damned!

But on that particular occasion in an August meeting, I did appreciate the comical exercise in narcissistic self-obsession expressed in the *me! me! me!* clown show by the SV Mayor who in supposedly offering an official greeting to the family of a SV City Council Member managed to make it all about himself. This time around with officials having just violated statute in *illegally conspiring* with the Hailey City Administrator over the purchase of the Ellsworth Inn, I noticed the SV Council and Mayor had hired a City Attorney, probably a good idea when you don't really know shit about much of anything having to do with rules, privilege apparently exempting you from such details or associated accountability. Besides, everyone understands only poor people are ever prosecuted and punished.

After the SV Mayor identified the existence of modifications to the agenda, when everyone was rising to "*Pledge Allegiance*," I walked over to the new City Attorney and asked if discussion of the Ellsworth Inn debacle was still on the agenda. Without the local experience of Mr. Keating, this poor neophyte professional sycophant looked like a deer in the headlights wondering just what kind of mess he had gotten himself into, responding "*no*" to my question. I felt sorry for him. So I quickly left to avoid the

"pledge" and as a consequence being too deeply disgusted at yet another phony expression of patriotism like TFG hugging and kissing the American Flag after calling soldiers buried in France "losers" and skipping a ceremony honoring their sacrifice because he didn't want the mangy, dirty, dishwasher-blond marmot on top of his head to get wet. The egalitarian principles of our democracy nowhere more corrupted and contaminated than City Hall in Sun Valley, Idaho, refusal of the rezone request for the Community School's Sagewillow property to provide housing for teachers loudly acknowledging this reality.

The good news is I ran into and visited with someone I hadn't seen in almost thirty years.

Sorry Muffy, your recent interest in *impact fees* is few years *late* and tens of millions of dollars *short!* More useless virtue-signaling at which local officials are extremely proficient, having failed miserably at management of and planning for growth, though a little birdie I respect has told me she believes Muffy actually cares about more than just the corrupt agenda of moneyed interests and the economic aristocracy. If so, *please* move the airport, Muffy!

Complacency is the enemy of *healthy structural change*, and certainly not an antidote to all the corruption and false narratives now normalized by so many low-character elected officials delivered by a political process and system of justice (Leonard A. Leo) completely contaminated by money. SCOTUS Chief Justice John Roberts' wife cashing in handsomely on *conservative corruption* of that specific institution of government. If Rule of Law and accountability even still exist will possible indictments of TFG finally be coming?! Stay tuned!

The reliably faithful servants of greed on the political right intentionally and systematically subordinate the *truth* aided by the lies and conspiracy theories of Rupert's FOX fascist propaganda machine, all in an effort to move forward the morally impoverished greedy agendas of unethical moneyed interests, Warren Buffet - Vanguard - Norfolk Southern. Step TF up you *assholes* and provide residents of East Palestine, Ohio, remedy for their loss and suffering. The link below a perfect example and study of the mechanics of *conservative corruption*, the malign influence dictating the *retention* and *expansion* of Friedman Memorial Airport in Hailey, severely compromising the health, safety, and welfare of thousands of citizens not owning private aircraft.

<https://www.levernews.com/rail-companies-blocked-safety-rules-before-ohio-derailment/>

This parasitic, crony-capitalism dominating the political and economic landscape for over half a century to create mountains of unearned investment wealth for the economic aristocracy no longer works because the investment-class *tick* is now much bigger than the working-class *dog* which it has sucked dry for five decades. With everyone casually tossing around and applying the word *fascism* without context, remember the primary characteristic of *fascism* is THE MERGING OF STATE AND BUSINESS LEADERSHIP, please Google caps.

The shift is on, time to make some noise and "*good trouble*" to expedite the process!

Happy St. Patrick's Day! "*Green*" is *good*! (Written yesterday, final edit today!)

Have a great weekend!

Please distribute widely!

William F. Hughes
Hailey, Idaho

R.I.P. Mary Austin Crofts. You worked hard at BCRD to benefit *all* of us. Thank you for listening to citizens on Quigley and not simply caving to development interests, your courage unfortunately replaced by cowardice these days. Your inspired efforts will remain as a substantial legacy to be remembered and respected by all. *Thank you!*

Surplus List 2023

Ranger spray parts washer

Make: Ranger

Model: rs-500

Serial #: 19062-006

Model year: 2015

Ford F350

Make: Ford

Model: F350

Year: 2004

Miles: 53385

Vin #: 1FTWF31P65EA63247

Value: \$8,000.00 without plow / \$14,000 with plow

Ford Explorer

Make: Ford

Model: Explorer

Year: 2014

Miles: 50,495

Vin #: 1FM5K8B8XEGB44568

Value: \$13,000