

## FMAA Meeting Brief 04-01-2025

### III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:

- A. March 4, 2025 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. Staff Team Report

This item is on the agenda to permit a Staff Team's report if appropriate.

### V. AIRPORT STAFF BRIEF – (5 Minutes Allotted)

- A. Noise Complaints in March – **Attachment #2**

- B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data - **Attachments #3 - #5**

**Attachment #3** is Friedman Memorial Airport Profit & Loss Budget vs. Actual (unaudited)

**Attachment #4** is ATCT Traffic Operations Record comparison by month

**Attachment #5** are Enplanements, Deplanements and Seat Occupancy data

## FMAA Meeting Brief 04-01-2025

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

### February 2025

Total Non-Federal Revenue	February, 2025	\$526,011
Total Non-Federal Revenue	February, 2024	\$491,843
Total Non-Federal Revenue	FY '25 thru February	\$2,915,778
Total Non-Federal Revenue	FY '24 thru February	\$2,744,323
Total Non-Federal Expenses	February, 2025	\$364,008
Total Non-Federal Expenses	February, 2024	\$335,531
Total Non-Federal Expenses	FY '25 thru February	\$2,144,569
Total Non-Federal Expenses	FY '24 thru February	\$2,044,221
Net Income excluding Federal Programs	FY '25 thru February	\$771,209
Net Income excluding Federal Programs	FY '24 thru February	\$700,102
Net Income to include Federal Programs	FY '25 thru February	\$2,775,803
Net Income to include Federal Programs	FY '24 thru February	\$1,200,753

#### C. Review Correspondence

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

#### A. NEW BUSINESS

1. Mead & Hunt Work Order #2020-8 – Consideration of Approval – **Attachment #6 - #8**  
**ACTION ITEM**

#### Airport Infrastructure and Optimization Study

As discussed in the January and February meetings, in cooperation and collaboration with the FAA, the Airport is undertaking the Airport Infrastructure and Optimization planning study. The purpose of this study is to update and evaluate existing facilities and conditions of SUN, update airspace and runway capacity analysis based on modern aircraft fleet mix, update aviation forecasted activity and update an alternatives analysis. Phase 1 of this study will piggyback on previous efforts to help both the FAA and the Airport Authority understand which existing Modifications of Standards (MOS) can be mitigated or improved, if any, while guiding future necessary improvements and developments of the existing Airport. If it is determined that meeting full airport design standards is physically impossible in the current location, the Airport may undertake Phase 2 which would be focused on the Board's Dual Path policy and airport relocation as a possible outcome. Attachment #7 and #8 includes the FAA-approved Scope of Work and fee to complete the project.

Mead & Hunt Work Order 2020-8, attached as Attachment #6, is for the amount of \$742,121. This work order includes preparation of a new Airport Infrastructure and Optimization study, coordination with the airport and the FAA, documentation, community outreach, and project management. Per FAA requirements, an Independent Fee Estimate

## FMAA Meeting Brief 04-01-2025

(IFE) was completed to assist with fee negotiations between the airport and Mead & Hunt. The IFE was completed by Evecio and came in at the amount of \$717,259.

Based on a comparison to the IFE and conversations with Mead & Hunt, staff finds the fee to be fair and reasonable. Staff is recommending approval of the Mead & Hunt fee in the amount of \$742,121. This project is not accounted for in the FY25 budget. It is eligible for reimbursement with BIL/AIG funds at 95% while the local match will be funded with PFC funds. Airport is awaiting a grant offer.

**ACTION REQUESTED: Motion to approve Mead & Hunt Work Order #2020-8 in the amount of \$742,121 pending FAA concurrence.**

### B. CONTINUING BUSINESS

1. None

## VII. UPDATES AND DISCUSSION

### A. NEW BUSINESS

1. None.

### B. CONTINUING BUSINESS

1. Miscellaneous
  - i. None
2. Construction and Capital Projects
  - i. None
3. Airport Planning Projects
  - i. None

## VIII. PUBLIC COMMENT

## IX. ADJOURNMENT

**MINUTES OF A REGULAR MEETING  
OF THE  
FRIEDMAN MEMORIAL AIRPORT AUTHORITY  
March 4, 2025  
5:30 P.M.**

**IN ATTENDANCE:****BOARD MEMBERS:**

Board Chair – Martha Burke, Vice Chair – Muffy Davis, Secretary – Angenie McCleary, Board Members – Jacob Greenberg, Dustin Stone, Dale Bathum

**FRIEDMAN MEMORIAL AIRPORT STAFF:**

Interim Airport Director – Tim Burke, Deputy Director, Operations & Maintenance – Tim Burke, Deputy Director, Finance & Administration – Brian Blackburn, Security Manager – Steve Guthrie, Business Operations Coordinator – Eliana Wolper, Administrative Coordinator II – Janice Hicks

**AIRPORT LEGAL COUNSEL:**

Lawson Laski Clark PLLC – Jim Laski

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

**I. APPROVE AGENDA (0:24)**

A motion to approve the agenda as presented.

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

**PASSED WITH BOARD CHAIR BURKE ABSTAINING**

**II. PUBLIC COMMENT (0:50)**

Local resident Steven Daniels gave public comment regarding operations north of the airport. A copy of his comment is attached to these minutes.

**III. APPROVE FMAA MEETING MINUTES (3:55)****A. February 6, 2024, Regular Meeting – Motion to Approve – Attachment #1 ACTION ITEM**

Board Member Bathum requested an amendment to the minutes to correct a statement that was made by him but attributed to Board Member Stone. Vice Chair Davis noted a type in the minutes

**MOTION:** *Made by Board Member Greenberg to approve the minutes as amended. Seconded by Vice Chair Davis.*

**PASSED WITH BOARD CHAIR BURKE ABSTAINING**

**IV. REPORTS (4:42)****A. Chair Report**

Board Chair Burke welcomed Tim Burke as Interim Airport Director and stated her confidence in Tim.

**B. Blaine County Report**

Vice Chair Davis and Secretary McCleary echoed Board Chair Burke's welcoming of Tim Burke.

C. City of Hailey Report

No report given.

D. Fly Sun Valley Report

No report given.

Board Chair Burke commented that the summer flight schedule was great news.

E. Airport Team Reports (see PowerPoint Presentation) (6:03)

Interim Airport Director Burke thanked the board for their trust and confidence in him in the interim position. Interim Airport Director Burke expressed thanks to previous Airport Director Pomeroy describing the extensive improvements to efficiency, reliability, and professionalism at Friedman Memorial Airport. He reported on the Idaho Airport Managers Association meeting in Boise including changes the Legislative Committee is working on for Idaho airports. The airport has an RFQ open until end of March for On-Call Airport Planning services, the board will be contacted for formation of the selection committee. There is a Request for Proposals for new parking lot equipment that will be published shortly.

Interim Airport Director Burke requested that the May FMAA Board meeting be moved from May 6, 2025 to May 13, 2025. The Board agreed to move the meeting.

In his role as Director of Operations, Tim Burke reported that the FAA would be onsite this week for the annual inspection and that he anticipates the inspection will go well.

Interim Airport Director Burke reported that January had record breaking enplanements with an increase of 6.6%. This is due to increased seat capacity. There was a 31% increase in operations which is likely because of an increase in sunny days and a better winter season for skiing.

Board Member Bathum asked if the airport expects a large increase in traffic due to the Alpine Skiing World Cup. Interim Director Burke reported that the expected traffic is expected to be similar to a busy holiday weekend. Many of the ski teams are flying into Salt Lake City and Boise due to baggage and weight restrictions at Sun Valley.

**V. AIRPORT STAFF BRIEF**

A. Noise Complaints in February (**See Attachment #2**)

B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data (**See Attachment #3-#5**)

C. Review Correspondence

**VI. ACTION ITEMS** (16:56)

A. NEW BUSINESS

1. Appointment of FMAA Board Officers – **ACTION ITEM**

Airport Legal Council Jim Laski reminded the board of the election guidelines in the bylaws. The Board needs to elect new Chair, Vice Chair, Secretary, and Treasurer positions. He noted that the current Board Members acting in those positions are willing to continue in their roles.

**MOTION:** *Made by Board Member Greenberg to nominate the current slate of officers for continued positions. Seconded by Secretary McCleary.*

**PASSED WITH BOARD CHAIR BURKE ABSTAINING**

2. Surplus Property Disposal-Consideration of Approval – **Attachment #6 ACTION ITEM**

Interim Airport Director Burke presented a 2012 Wasau Runway Plow blade for surplus property disposal. As with prior surplus items, the disposal will be via donation to Idaho Falls Airport. This is the preferred disposal method given that this is a unique piece of heavy equipment that is primarily useful to other airports. This also means that equipment purchased with FAA funds does not require payment back to the FAA for disposal of the equipment.

**MOTION:** *Made by Secretary McCleary to declare 2012 Wasau Runway Plow as surplus property and approve for donation to Idaho Falls Regional Airport. Seconded by Board Member Greenberg.*

**PASSED WITH BOARD CHAIR BURKE ABSTAINING**

3. SRE Equipment Acquisition – Consideration of Award – **Attachment #7 - #8 ACTION ITEM**

Interim Airport Director Burke explained that the airport is continuing to modernize and enhance the airport snow removal fleet. Staff is requesting a new snowblower to replace a 2010 blower. The new blower is capable of moving 7,500 tons of snow per hour and can help the Operations staff clear runways and taxiways quickly. The new blower will be a backup for other blowers in the fleet. This unit is in the 2026 budget and will not be delivered for 16 months. The purchase will use local funds and be done through the Sourcewell purchasing agreement.

Board Chair Burke asked if completing this agreement locks-in the purchase price. Interim Director Burke stated that yes, this will be a contracted purchase price that will not change.

**MOTION:** *Made by Vice Chair Davis to approve the motion of award to M-B companies in the amount of \$902,729.53. Seconded by Secretary McCleary.*

**PASSED WITH BOARD CHAIR BURKE ABSTAINING**

4. Ardurra Task Order 25-02 – Consideration of Approval – **Attachment #9 ACTION ITEM**

Interim Airport Director Burke stated that this task order is for design and construction oversight of a 900 square foot General Aviation Pilot's Lounge. It will include coffee, vending, couches, restrooms, and flight planning facilities. The expected timeline is to bid the project in Summer 2025, begin construction Fall 2025, and completion by early Summer 2026. The lift station component is necessary to be able to connect to city sewer.

An Independent Fee Estimate, as required by the FAA, was completed with Evecio with Ardurra proposing a lower fee. This project will be 95% funded by FAA BIL funding. The expense is budgeted.

Board Chair Burke congratulated the board on getting this project started.

Board Member Greenberg clarified that this price does not include actual construction costs. Interim Director Burke and Nathan Cuvala of Ardurra confirmed that this does not include construction costs but does include engineering, planning, design, and construction oversight costs. Nathan Cuvala stated that construction cost estimates will be available soon and that the architectural design fee in this covers all architectural design services.

Board Chair Burke asked if this is subject to city design review and Nathan Cuvala confirmed that it does.

Board Member Stone asked if there are any materials with additional costs. Nathan Cuvala stated that time and materials include travel costs and reimbursable material costs. This line item may be more or less expensive once the project is completed based on actual duration of the project.

**MOTION:** *Made by Board Member Greenberg to approve Ardurra Task Order 25-02 in the amount of \$3654,931.23. Seconded by Vice Chair Davis.*

**PASSED WITH BOARD CHAIR BURKE ABSTAINING**

B. CONTINUING BUSINESS

1. None

**VII. UPDATES AND DISCUSSION**

A. NEW BUSINESS

1. None

B. CONTINUING BUSINESS

(33:30)

1. Miscellaneous

- i. Air Traffic Control Replacement Project – Update and Discussion – **Attachment #10**

Interim Airport Director Burke described the two different virtual siting projects that have occurred in the project to move the Air Traffic Control Tower. There are two sites, one closer to the runway and one further from the runway. Site 1 is an 85ft tower and is estimated to cost \$10m. Site 2 is 120ft tall and estimated to cost \$20m to \$30m.

The Board discussed FAA acceptance of both sites, potential future Modifications of Standards, reasoning behind FAA preference for Site 2, environmental costs, the reason for the height and cost differences between the two proposed tower sites, and negotiations with the FAA in this process.

The Board concurred with Staff to go ahead with a recommendation to the FAA stating FMAA preference for Tower Site 1.

2. Construction and Capital Projects

- i. None

3. Airport Planning Projects

- i. None

**VIII. PUBLIC COMMENT**

(48:37)

None

**IX. ADJOURNMENT**

The March 4, 2025, Regular Meeting of the Friedman Memorial Airport Authority was adjourned at 06:20 p.m.

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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.*



## **One Engine Inoperative Takeoff Planning and Climb Performance for North SUN Departures**

**Good evening, Madam Chair, Board Members and Staff. My name is Steven Daniels. My wife and I live at 830 Broadford Road in Hailey.**

1. For safety reasons, we would like to bring our recommendation to the board for your consideration that the Voluntary SUN Noise Abatement Procedures be modified to limit North Departures to aircraft capable of accepting a Standard Instrument Departure (SID) or Obstacle Departure Procedures (ODP) with One Engine Inoperative (OEI) at maximum gross weight.
2. North departures for light, single-engine piston airplanes should be prohibited due to the inability to return to the airport if engine failure occurs before the aircraft reaches an altitude of 1,000 feet or more. The pilot's only option is to land on 3<sup>rd</sup> or 4<sup>th</sup> streets but that puts Hailey Elementary School at risk, or the pilot might be able to make a 90 degree right turn onto Fox Acres Road but will likely end up at Hailey High School or Hailey Cemetery.
3. North departures for multi-engine piston engine airplanes, light and medium business jets should be restricted unless the aircraft flight manual indicates a safe departure with One Engine Inoperative at maximum gross weight.
4. It should be noted that certain aircraft will not be able to meet these restrictions due to an aircraft performance issue related to take-off tailwind component limitations. Most are 10 knots or less.

Our professional opinion is that north departures for aircraft that are unable meet the Standard Instrument Departure or Obstacle Departure Procedures with One Engine Inoperative at maximum gross weight will ultimately result in a major or fatal aircraft accident with possible additional fatalities on the ground and serious local property damage or fires. We opine that it is not a matter of IF. It is a matter of WHEN.

For more information: [https://www.linkedin.com/posts/trevor-k-smith\\_pilotdebrief-aviationsafety-safety-activity-7290368108542795778-Bd3Q?utm\\_medium=ios\\_app&utm\\_source=social\\_share\\_video\\_v2&utm\\_campaign=mail](https://www.linkedin.com/posts/trevor-k-smith_pilotdebrief-aviationsafety-safety-activity-7290368108542795778-Bd3Q?utm_medium=ios_app&utm_source=social_share_video_v2&utm_campaign=mail)

# Friedman Memorial Airport Noise Inquiry Form

Date Received: 06-Mar-2025 14:57 MST

Who is submitting (Community Member or Airport Authority on behalf of community member): Friedman Memorial Airport Staff (on behalf of a community member's verbal or voicemail complaint)

**Contact Information:**

- Name: EJ Harpham
- Phone Number for call back: On File Email: On File
- Address: Glendale Rd, Bellevue, Idaho, 83313
- Do you wish to be contacted by the Airport? Yes

**Noise Incident Information**

- Time of incident:
- Type of Incident (Overflight, Low Flying, Circling, Hovering, Vibration/Rumbling, Late Night/Early Morning, Sustained Noise, Frequency of Flights, Unusually Loud, Other): Flying over home Frequency of Flights
- Comments: Resident called looking for help contacting the proper department at the FAA to lodge a complaint about the new departure procedure. Would like a call back or email.
- Attachments, if any (photo, video, recording):

**Important Information:**

Public Records Law

- Per Idaho's Public Records Laws, all correspondence sent by or to Friedman Memorial Airport staff may be subject to public disclosure. All submissions using this form are a matter of public record.
- Entries submitted without names or complaints that do not directly correlate to aircraft operations at Friedman Memorial Airport may not be considered for review.

Jurisdiction of Airspace

- The Friedman Memorial Airport Authority (FMAA) does not hold jurisdiction over federal airspace, flight plans, patterns, or paths of aircraft. The Federal Aviation Administration (FAA) has sole authority for U.S. national airspace and the regulations that govern flight operations. Consequently, FMAA cannot reroute flights, establish enforceable curfews, or discriminate against aircraft operators regardless of the time of day, aircraft type, or operation type. Air Traffic Controllers (ATC), alone, have the authority to direct aircraft into/out of airports, and pilots, alone, are responsible for ensuring that their flights, including ground operations, are conducted in accordance with the FAA's established regulations.
- Further, in 1990, Congress enacted the Aircraft Noise and Capacity Act (ANCA), which prohibits airports from restricting flights by time of day, frequency, aircraft type, or location. Since FMAA is an open-access, public-use airport, it *cannot* discriminate against any aircraft using this facility 24/7. To do otherwise violates the Interstate Commerce Clause of the U.S. Constitution.
- FMAA does, however, proactively manage a highly effective noise abatement program and voluntary curfew. Airport management contacts all pilots whose operations violate the voluntary curfew. The airport uses this opportunity to educate the aircraft operator on these operations' adverse effects on the community.

I have read and understood the above information:



**Outcome/Resolution (Airport response)**

The Interim Airport Director emailed resident contact information for the FAA Regional Noise Ombudsman office.

# Friedman Memorial Airport Noise Inquiry Form

**Date Received:** 10-Mar-2025 08:51 MDT

**Who is submitting (Community Member or Airport Authority on behalf of community member):** Friedman Memorial Airport Staff (on behalf of a community member's verbal or voicemail complaint)

## Contact Information:

- **Name:** Suellen Wagner
- **Phone Number for call back:** On File **Email:** On File
- **Address:** E Fork Rd, Hailey, Idaho, 83333
- **Do you wish to be contacted by the Airport?** Yes

## Noise Incident Information

- **Time of incident:** 2025-Mar-07 10:44
- **Type of Incident (Overflight, Low Flying, Circling, Hovering, Vibration/Rumbling, Late Night/Early Morning, Sustained Noise, Frequency of Flights, Unusually Loud, Other):** Flying over home Low flying Circling
- **Comments:** The resident emailed the Airport to advise that her flight tracking app suggested an airplane circled the Gimlet and E. Fork Area and landed in a residential area before taking off again. The resident states that aircraft should not be allowed to land here.

The Airport investigated the matter and found no evidence that an airplane landed in Gimlet. Flight tracking apps can be glitchy, and we believe the free flight tracking app was providing inaccurate information. Interim Airport Director returned an email to the resident explaining this.

- **Attachments, if any (photo, video, recording):**

## Important Information:

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### Jurisdiction of Airspace

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I have read and understood the above information:

**Outcome/Resolution (Airport response)**

Returned email to resident explaining results of investigation

# Friedman Memorial Airport Noise Inquiry Form

Date Received: 25-Mar-2025 16:07 MDT

Who is submitting (Community Member or Airport Authority on behalf of community member): I am a community member

## Contact Information:

- Name: Lorraine Malone
- Phone Number for call back: On File Email: On File
- Address: 403 Glendale Rd, Bellevue, Idaho, 83313
- Do you wish to be contacted by the Airport? Yes

## Noise Incident Information

- Time of incident: 2025-Mar-25 07:25
- Type of Incident (Overflight, Low Flying, Circling, Hovering, Vibration/Rumbling, Late Night/Early Morning, Sustained Noise, Frequency of Flights, Unusually Loud, Other): Flying over home Low flying Vibration/rumbling Sustained Noise Frequency of Flights Unusually loud
- Comments: New flight pattern by the FAA I assume. It sucks. We all live out of town on purpose and have been here 25-30 years or more. The jets are still climbing so the noise is too much.

If they could go south 2-3 miles then turn West, they would be flying over Wood River Ranch. I doubt the cattle care.

- Attachments, if any (photo, video, recording):

## Important Information:

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I have read and understood the above information:

**Outcome/Resolution (Airport response)**

The Interim Airport Director contacted the resident to explain the circumstances and nuances related to the new FAA flight procedure. The email correspondence is on file.

# Friedman Memorial Airport Noise Inquiry Form

Date Received: 27-Mar-2025 14:50 MDT

Who is submitting (Community Member or Airport Authority on behalf of community member): I am a community member

## Contact Information:

- **Name:** Kathi Wagner
- **Phone Number for call back:** On File **Email:** On File
- **Address:** [110 Lewalt Dr, Bellevue, Idaho, 83313](#)
- **Do you wish to be contacted by the Airport?** Yes

## Noise Incident Information

- **Time of incident:** 2025-Feb-15 14:37
- **Type of Incident (Overflight, Low Flying, Circling, Hovering, Vibration/Rumbling, Late Night/Early Morning, Sustained Noise, Frequency of Flights, Unusually Loud, Other):** Flying over home,Sustained Noise,Frequency of Flights,Unusually loud
- **Comments:** On or about 2.15.2025, commercial air traffic began flying directly over our house. Fridays are very busy with jets flying over every two to three minutes. We moved into our house in 1985 because it is (was) such a peaceful place. Air traffic leaving SUN flew south along Hiway 75 & all was good with the world. We do not quarrel with LifeFlight choppers flying over our house.

Incidently, e are located 5 miles west on Glendale Road. We were not notified that the FAA would be changing flight paths from flying south over Heway 75 to directly over our house & i have a bone to pick with whomever thought that was a good udea.

- **Attachments, if any (photo, video, recording):**

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Kathi  
Wagner

I have read and understood the above information:

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**Outcome/Resolution (Airport response)**

Airport Director responded to resident to explain circumstances

## Eliana Wolper

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**From:** Timothy Burke  
**Sent:** Thursday, March 27, 2025 12:39 PM  
**To:** Eliana Wolper  
**Subject:** FW: New Noise Complaint

### Tim Burke

*Interim Airport Director*

Sun Valley / Friedman Memorial Airport (SUN)

[1616 Airport Circle](#)

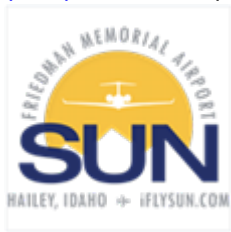
[Hailey, ID 83333](#)

[tim@iflysun.com](mailto:tim@iflysun.com)

[\(208\)721-3074](tel:(208)721-3074) – Cell

[\(208\)720-5186](tel:(208)720-5186) – On Duty Airport Operations

[\(339\)206-6993](tel:(339)206-6993) (Personal cell- Emergency)



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**From:** Lorraine Malone <loriemarie26@gmail.com>  
**Sent:** Wednesday, March 26, 2025 5:34 PM  
**To:** Timothy Burke <Tim@iflysun.com>  
**Subject:** Re: New Noise Complaint

Thank you. Here comes another jet. Charming.

On Wed, Mar 26, 2025 at 5:02 PM Timothy Burke <[Tim@iflysun.com](mailto:Tim@iflysun.com)> wrote:

Hi Lorraine,

The FAA's noise complaint number that we have on file is 206-231-4202. There is a Noise Complaint form that can be filed here: [https://ancir.faa.gov/ancir?id=ancir\\_sc\\_cat\\_item&sys\\_id=6149ade187a1f550b0d987b9cebb357e](https://ancir.faa.gov/ancir?id=ancir_sc_cat_item&sys_id=6149ade187a1f550b0d987b9cebb357e)

**Tim Burke**

*Interim Airport Director*

Sun Valley / Friedman Memorial Airport (SUN)

1616 Airport Circle

Hailey, ID 83333

[tim@iflysun.com](mailto:tim@iflysun.com)

[\(208\)721-3074](tel:(208)721-3074) – Cell

[\(208\)720-5186](tel:(208)720-5186) – On Duty Airport Operations

[\(339\)206-6993](tel:(339)206-6993) (Personal cell- Emergency)



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**From:** Lorraine Malone <[loriemarie26@gmail.com](mailto:loriemarie26@gmail.com)>

**Sent:** Wednesday, March 26, 2025 4:51 PM

**To:** Timothy Burke <[Tim@iflysun.com](mailto:Tim@iflysun.com)>

**Subject:** Re: New Noise Complaint

BTW, i was at Timmerman today. A plane flew by MUCH higher and quieter than our house. The changes in the flight pattern are FAR from disruptive. Who can i contact at the FAA to file an official complaint.

There is NO reason they cannot move down a bit to fly over Wood River Ranch.

Two jets just flew over the house within minutes of on another.

On Tue, Mar 25, 2025 at 5:29 PM Lorraine Malone <[loriemarie26@gmail.com](mailto:loriemarie26@gmail.com)> wrote:

That is a lot of talk that says nothing. Cannot wait for Allen and Company. 🙄👊

On Tue, Mar 25, 2025 at 4:30 PM Timothy Burke <[Tim@iflysun.com](mailto:Tim@iflysun.com)> wrote:

Hi Ms. Malone,

We understand and empathize that changes in flight patterns can be disruptive.

Occasionally, the Federal Aviation Administration (FAA) adjusts and fine-tunes various flight procedures within the National Airspace System for continued increased safety, efficiency, and/or aircraft separation requirements as required by Federal Aviation Regulations (FARs). Recently, the FAA adjusted departure procedures for southbound departing aircraft that now have them make a climbing right-hand turn, westbound, towards Magic Reservoir and the Camas Prairie. This creates a greater diversion between arriving and departing aircraft on opposite sides of the Wood River Valley. As GPS technology and avionics capability continues to improve, these changes are a common theme throughout the country.

For your sake, I did investigate and review flight tracks over your property - which I found to be approximately 5,000 ft above sea level - and observed that aircraft are between 8,500-9500 ft above sea level when climbing over that vicinity. This is on par with normal aircraft climb performance; and is far outside of and above SUN's 5-mile radius/2,500ft high, Class Delta airspace. The airspace above your home is controlled by the FAA's Salt Lake City Air Route Traffic Control Center (SLC ARTCC).

At risk of sounding like I'm diminishing the validity of your concerns, I do want to be transparent and realistic with you. It's important to note that the Federal Aviation Administration has complete and exclusive sovereignty and jurisdiction over the use of all airspace in the United States. Likewise, states and local governments may not regulate in the fields of aviation safety or airspace.

In 1990, Congress enacted the Aircraft Noise and Capacity Act (ANCA) that prohibits local governments from restricting flights by locations, time-of-day, frequency, or aircraft type. Consequently, because SUN is a public and open-access airport, it therefore cannot discriminate or take punitive action against any aircraft using this facility or its airspace 24/7. To do so would be a violation of the Commerce Clause of the US Constitution and Federal Grant Assurances.

With that said, if you do want to reach out to the FAA to voice your concerns; or learn about the Federal Rulemaking process related to modification of flight procedures in federal airspace, the FAA themselves will be the best resource.

There number is 206-231-4202. There is a Noise Complaint form that can be filed here:

[https://ancir.faa.gov/ancir?id=ancir\\_sc\\_cat\\_item&sys\\_id=6149ade187a1f550b0d987b9cebb357e](https://ancir.faa.gov/ancir?id=ancir_sc_cat_item&sys_id=6149ade187a1f550b0d987b9cebb357e)

Thank you,

**Tim Burke**

*Interim Airport Director*

Sun Valley / Friedman Memorial Airport (SUN)

[1616 Airport Circle](#)

[Hailey, ID 83333](#)

[tim@iflysun.com](mailto:tim@iflysun.com)

[\(208\)721-3074](#) – Cell

[\(208\)720-5186](#) – On Duty Airport Operations

[\(339\)206-6993](#) (Personal cell- Emergency)



## Eliana Wolper

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**From:** Timothy Burke  
**Sent:** Monday, March 10, 2025 3:46 PM  
**To:** ej harpham  
**Subject:** RE: FAA Noise Office

Hi EJ,

We understand and empathize that changes in flight patterns can be disruptive.

Occasionally, the Federal Aviation Administration (FAA) adjusts and fine-tunes various flight procedures within the National Airspace System for continued increased safety, efficiency, and/or aircraft separation requirements as required by Federal Aviation Regulations (FARs). Recently, the FAA adjusted departure procedures for southbound departing aircraft that now have them make a climbing right-hand turn, westbound, towards Magic Reservoir and the Camas Prairie. This creates a greater diversion between arriving and departing aircraft on opposite sides of the Wood River Valley. As GPS technology and avionics capability continues to improve, these changes are a common theme throughout the country.

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At risk of sounding like I'm diminishing the validity of your concerns, I do want to be transparent and realistic with you. It's important to note that the Federal Aviation Administration has complete and exclusive sovereignty and jurisdiction over the use of all airspace in the United States. Likewise, states and local governments may not regulate in the fields of aviation safety or airspace.

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With that said, if you do want to reach out to the FAA to voice your concerns; or learn about the Federal Rulemaking process related to modification of flight procedures in federal airspace, the FAA themselves will be the best resource.

There number is 206-231-4202. There is a Noise Complaint form that can be filed here:  
[https://ancir.faa.gov/ancir?id=ancir\\_sc\\_cat\\_item&sys\\_id=6149ade187a1f550b0d987b9cebb357e](https://ancir.faa.gov/ancir?id=ancir_sc_cat_item&sys_id=6149ade187a1f550b0d987b9cebb357e)

I hope this information helps,

**Tim Burke**

*Interim Airport Director*

Sun Valley / Friedman Memorial Airport (SUN)

[1616 Airport Circle](#)

[Hailey, ID 83333](#)  
[tim@iflysun.com](mailto:tim@iflysun.com)  
[\(208\)721-3074](tel:(208)721-3074) – Cell  
[\(208\)720-5186](tel:(208)720-5186) – On Duty Airport Operations  
[\(339\)206-6993](tel:(339)206-6993) (Personal cell- Emergency)



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**From:** ej harpham <ejharpham55@gmail.com>  
**Sent:** Monday, March 10, 2025 2:10 PM  
**To:** Timothy Burke <Tim@iflysun.com>  
**Subject:** Re: FAA Noise Office

Hi Tim,

Thank you for a less than 24 hour response to my filing of the Aviation Noise Complaint Form- That's very impressive and I appreciate it. I had called your office on Thursday last week and you were in a meeting and then I left a message on Friday when the office was closed.

This recent change in flight pattern has me really upset. It's as if the planes are using my house as a way-point. You couldn't fly more directly overhead of my house which sits up on a ridge if you tried. The weekends are the worst. Over 25 years ago after living in this valley since 1978, my husband and I found a quiet piece of property. One of our main criteria was that it was not under the Friedman airport flight path. Occasionally over the years a few Private jets come in over our peak, and that's acceptable. When all of a sudden WheelsUp, NetJets, FlexJets, United and Delta start parading overhead it's time to address this issue. What changed and why? Is it possible for the path to go towards Hwy 20 before banking west- on the south side of Maybelle Hill? St Luke's Life-flight passes right overhead as well but I get it- I'm all too happy to support expediting ambulance service.

What can I and my neighbors possibly do to comment/appeal to change this?

Thank you, EJ Harpham 109 Lewalt Dr. ( 5 miles out Glendale Rd. W).

On Mon, Mar 10, 2025 at 8:40 AM Timothy Burke <[Tim@iflysun.com](mailto:Tim@iflysun.com)> wrote:

Hello,

Your information was passed along to me in search of contact information for the FAA Regional Noise Ombudsman.

You can find contact information here:

[https://www.faa.gov/about/office\\_org/headquarters\\_offices/apl/noise\\_emissions/airport\\_aircraft\\_noise\\_issues/noise\\_ombudsman](https://www.faa.gov/about/office_org/headquarters_offices/apl/noise_emissions/airport_aircraft_noise_issues/noise_ombudsman)

We're located in the Northwest Mountain Region.

Have a great day,

**Tim Burke**

*Interim Airport Director*

Sun Valley / Friedman Memorial Airport (SUN)

1616 Airport Circle

Hailey, ID 83333

[tim@iflysun.com](mailto:tim@iflysun.com)

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**Friedman Memorial Airport**  
**Profit & Loss Budget vs. Actual (COMBINED '25)**

7:41 AM

03/27/2025

Accrual Basis

	Oct '24 - Feb 25	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
4000-00 · AIRCARRIER				
4000-01 · Aircarrier - Lease Space	231,677.47	529,885.00	-298,207.53	43.72%
4000-02 · Aircarrier - Landing Fees	138,914.06	286,355.00	-147,440.94	48.51%
4000-03 · Aircarrier - Gate Fees	0.00	0.00	0.00	0.0%
4000-04 · Aircarrier - Utility Fees	150.00	360.00	-210.00	41.67%
4010-07 · Aircarrier - '14 PFC App	0.00	440,000.00	-440,000.00	0.0%
4010-08 · Aircarrier - '25 PFC App	71,339.81			
Total 4000-00 · AIRCARRIER	442,081.34	1,256,600.00	-814,518.66	35.18%
4020-00 · TERMINAL AUTO PARKING REVENUE				
4020-01 · Automobile Parking - Terminal	398,850.01	900,000.00	-501,149.99	44.32%
4020-02 · Automobile Parking - Passes	600.00	600.00	0.00	100.0%
Total 4020-00 · TERMINAL AUTO PARKING REVENUE	399,450.01	900,600.00	-501,149.99	44.35%
4030-00 · AUTO RENTAL REVENUE				
4030-01 · Automobile Rental - Commission	327,271.14	728,300.00	-401,028.86	44.94%
4030-02 · Automobile Rental - Lease Space	14,570.40	34,000.00	-19,429.60	42.85%
4030-03 · Automobile Rental - Auto Prkng	32,892.90	72,000.00	-39,107.10	45.69%
4030-04 · Automobile Rental - Utilities	557.91	2,500.00	-1,942.09	22.32%
4030-00 · AUTO RENTAL REVENUE - Other	0.00	0.00	0.00	0.0%
Total 4030-00 · AUTO RENTAL REVENUE	375,292.35	836,800.00	-461,507.65	44.85%
4040-00 · TERMINAL CONCESSION REVENUE				
4040-01 · Terminal Shops - Commission	16,138.40	44,000.00	-27,861.60	36.68%
4040-03 · Terminal Shops - Utility Fees	557.89	2,500.00	-1,942.11	22.32%
4040-10 · Advertising - Commission	26,879.90	45,000.00	-18,120.10	59.73%
4040-11 · Vending Machines - Commission	2,925.89	7,350.00	-4,424.11	39.81%
4040-12 · Terminal ATM	250.00	600.00	-350.00	41.67%
Total 4040-00 · TERMINAL CONCESSION REVENUE	46,752.08	99,450.00	-52,697.92	47.01%
4050-00 · FBO REVENUE				
4050-01 · FBO - Lease Space	98,976.52	199,838.00	-100,861.48	49.53%
4050-02 · FBO - Overnight Parking Fees	80,593.65	561,673.00	-481,079.35	14.35%
4050-04 · FBO - Commission	18,878.98	58,122.00	-39,243.02	32.48%
4050-07 · FBO - Miscellaneous	0.00	0.00	0.00	0.0%
Total 4050-00 · FBO REVENUE	198,449.15	819,633.00	-621,183.85	24.21%
4060-00 · FUEL FLOWAGE REVENUE				
4060-01 · Fuel Flowage - FBO	210,993.36	464,500.00	-253,506.64	45.42%
Total 4060-00 · FUEL FLOWAGE REVENUE	210,993.36	464,500.00	-253,506.64	45.42%
4070-00 · TRANSIENT LANDING FEES REVENUE				
4070-02 · Landing Fees - Non-Comm./Gov't	328,965.83	607,000.00	-278,034.17	54.2%
Total 4070-00 · TRANSIENT LANDING FEES REVENUE	328,965.83	607,000.00	-278,034.17	54.2%
4080-00 · HANGAR REVENUE				
4080-01 · Land Lease - Hangar	374,341.65	783,400.00	-409,058.35	47.78%
4080-02 · Land Lease - Hangar/Trans. Fee	15,531.25	100,000.00	-84,468.75	15.53%
4080-03 · Hangar/Utilities (E8,11,24)	321.97	500.00	-178.03	64.39%
4080-05 · Land Lease - FMA Hangar Rentals	25,649.00	50,000.00	-24,351.00	51.3%
Total 4080-00 · HANGAR REVENUE	415,843.87	933,900.00	-518,056.13	44.53%
4090-00 · TIEDOWN PERMIT FEES REVENUE				
4090-01 · Tiedown Permit Fees (FMA)	33,288.00	37,000.00	-3,712.00	89.97%
Total 4090-00 · TIEDOWN PERMIT FEES REVENUE	33,288.00	37,000.00	-3,712.00	89.97%
4100-00 · CARGO CARRIERS REVENUE				

	Oct '24 - Feb 25	Budget	\$ Over Budget	% of Budget
4100-02 · Cargo Carriers - Tiedown	0.00	5,500.00	-5,500.00	0.0%
<b>Total 4100-00 · CARGO CARRIERS REVENUE</b>	<b>0.00</b>	<b>5,500.00</b>	<b>-5,500.00</b>	<b>0.0%</b>
<b>4110-00 · MISCELLANEOUS REVENUE</b>				
4110-01 · Misc. Revenue	11,750.00	2,000.00	9,750.00	587.5%
4110-05 · Misc. Incident/Accident	443.75			
4110-09 · Miscellaneous Expense Reimburse	1,042.91			
4900-00 · GAIN/LOSS ON EQUIP. DISP.	0.00	0.00	0.00	0.0%
4110-00 · MISCELLANEOUS REVENUE - Other	0.00	0.00	0.00	0.0%
<b>Total 4110-00 · MISCELLANEOUS REVENUE</b>	<b>13,236.66</b>	<b>2,000.00</b>	<b>11,236.66</b>	<b>661.83%</b>
<b>4120-00 · GROUND TRANSP. PERMIT REVENUE</b>				
4120-01 · Ground Transportation Permit	23,200.00	24,000.00	-800.00	96.67%
4120-02 · GTSP - Trip Fee	2,440.00	0.00	2,440.00	100.0%
<b>Total 4120-00 · GROUND TRANSP. PERMIT REVENUE</b>	<b>25,640.00</b>	<b>24,000.00</b>	<b>1,640.00</b>	<b>106.83%</b>
<b>4400-00 · TSA/SECURITY</b>				
4400-02 · Terminal Lease	17,677.10	42,425.00	-24,747.90	41.67%
4400-03 · Security Prox. Cards	28,670.00	33,500.00	-4,830.00	85.58%
<b>Total 4400-00 · TSA/SECURITY</b>	<b>46,347.10</b>	<b>75,925.00</b>	<b>-29,577.90</b>	<b>61.04%</b>
<b>4450-00 · RANCH REVENUE</b>				
4450-01 · Ranch House Rent	3,000.00	7,200.00	-4,200.00	41.67%
4450-02 · Ranch Lease	22,500.00	54,000.00	-31,500.00	41.67%
<b>Total 4450-00 · RANCH REVENUE</b>	<b>25,500.00</b>	<b>61,200.00</b>	<b>-35,700.00</b>	<b>41.67%</b>
<b>4500-00 · IDAHO STATE GRANT PROGRAM REV.</b>				
4500-23 · SUN-23	0.00	0.00	0.00	0.0%
4500-24 · SUN-24	0.00	0.00	0.00	0.0%
<b>Total 4500-00 · IDAHO STATE GRANT PROGRAM REV.</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.0%</b>
<b>4520-00 · INTEREST REVENUE</b>				
4520-01 · Interest Revenue - General	350,368.65	250,000.00	100,368.65	140.15%
4520-07 · Interest Revenue - '14 PFC	0.00	0.00	0.00	0.0%
4520-11 · Interest Revenue - Leases	0.00	0.00	0.00	0.0%
4520-12 · Interest Revenue - CFC	3,238.58	0.00	3,238.58	100.0%
4520-13 · Interest Revenue - '25 PFC	332.72			
<b>Total 4520-00 · INTEREST REVENUE</b>	<b>353,939.95</b>	<b>250,000.00</b>	<b>103,939.95</b>	<b>141.58%</b>
<b>4600-00 · Relief Grants Oper.</b>				
4600-01 · Coronavirus Relief Grants Oper.	0.00	0.00	0.00	0.0%
4600-02 · CRRSA/ARPA Operational	1,219,368.00	900,000.00	319,368.00	135.49%
4600-00 · Relief Grants Oper. - Other	1,629,111.00			
<b>Total 4600-00 · Relief Grants Oper.</b>	<b>2,848,479.00</b>	<b>900,000.00</b>	<b>1,948,479.00</b>	<b>316.5%</b>
<b>4749-00 · AIP '49 - Acq. SRE/Pavement Mai</b>				
4749-01 · AIP '49 - Acq. SRE/Pavement Mai	0.00	0.00	0.00	0.0%
<b>Total 4749-00 · AIP '49 - Acq. SRE/Pavement Mai</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.0%</b>
<b>4750-00 · Terminal Area Plan (TAP)</b>				
4750-01 · Terminal Area Plan	0.00	0.00	0.00	0.0%
<b>Total 4750-00 · Terminal Area Plan (TAP)</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.0%</b>
<b>4752-00 · CARES Act</b>				
4752-01 · CARES Act	0.00	0.00	0.00	0.0%
<b>Total 4752-00 · CARES Act</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.0%</b>
<b>4753-00 · AIP '53 - Rehabilitate Runway</b>				
4753-01 · AIP '53 - Rehabilitate Runway	-54,233.11	0.00	-54,233.11	100.0%
<b>Total 4753-00 · AIP '53 - Rehabilitate Runway</b>	<b>-54,233.11</b>	<b>0.00</b>	<b>-54,233.11</b>	<b>100.0%</b>
<b>4756-00 · AIP '56 - Rehab Runway Phase 2</b>				
4756-01 · AIP '56 - Rehab Runway Phase 2	-60,381.96	0.00	-60,381.96	100.0%
<b>Total 4756-00 · AIP '56 - Rehab Runway Phase 2</b>	<b>-60,381.96</b>	<b>0.00</b>	<b>-60,381.96</b>	<b>100.0%</b>
<b>4758-00 · AIP '58 - Rehab Runway Phase 3</b>				

	Oct '24 - Feb 25	Budget	\$ Over Budget	% of Budget
4758-01 · AIP '58 - Rehab Runway Phase 3	0.00	0.00	0.00	0.0%
<b>Total 4758-00 · AIP '58 - Rehab Runway Phase 3</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.0%</b>
4759-00 · AIP '59 - Acquire Land for Appr				
4759-01 · AIP '59 - Acquire Land for Appr	0.00	0.00	0.00	0.0%
<b>Total 4759-00 · AIP '59 - Acquire Land for Appr</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.0%</b>
4760-00 · AIP '60 - CARES Dev. Addendum				
4760-01 · AIP '60 - CARES Dev. Addendum	0.00	0.00	0.00	0.0%
<b>Total 4760-00 · AIP '60 - CARES Dev. Addendum</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.0%</b>
4761-00 · AIP '61 - Airfield Pavement Etc				
4761-01 · AIP '61 - Airfield Pavement Etc	-271,397.18	0.00	-271,397.18	100.0%
<b>Total 4761-00 · AIP '61 - Airfield Pavement Etc</b>	<b>-271,397.18</b>	<b>0.00</b>	<b>-271,397.18</b>	<b>100.0%</b>
4850-00 · CFC Pass-through Revenue	111,402.97	0.00	111,402.97	100.0%
<b>Total Income</b>	<b>5,489,649.42</b>	<b>7,274,108.00</b>	<b>-1,784,458.58</b>	<b>75.47%</b>
<b>Gross Profit</b>	<b>5,489,649.42</b>	<b>7,274,108.00</b>	<b>-1,784,458.58</b>	<b>75.47%</b>
<b>Expense</b>				
<b>5000 · EXPENDITURES</b>				
<b>5000-00 · "A" EXPENSES</b>				
5000-01 · Salaries - Airport Director	76,389.40	183,335.00	-106,945.60	41.67%
5010-00 · Salaries - Deputy Director F&A	53,489.55	131,250.00	-77,760.45	40.75%
5010-01 · Salaries - Admin Coordinator	29,389.42	71,492.00	-42,102.58	41.11%
5010-04 · Salaries - Business Ops Coord	14,697.64	73,500.00	-58,802.36	20.0%
5020-00 · Salaries - Deputy Director O&M	64,404.84	155,311.00	-90,906.16	41.47%
5030-00 · Salaries - ARFF/OPS Specialist	256,912.04	618,478.00	-361,565.96	41.54%
5030-01 · Salaries - Parking Specialists	56,610.99	113,400.00	-56,789.01	49.92%
5040-00 · Salaries - Security Manager	45,359.80	111,302.00	-65,942.20	40.75%
5050-00 · Salaries- Seasonal-Snow Removal	52,950.42	50,000.00	2,950.42	105.9%
5050-01 · Salaries - Seasonal - Arprt Host	3,933.25	5,000.00	-1,066.75	78.67%
5050-02 · Salaries - Merit Increase	0.00	0.00	0.00	0.0%
5050-03 · Salaries - One-time Pay	29,511.56	35,000.00	-5,488.44	84.32%
5050-04 · Salaries - ARFF Coverage	756.00	2,500.00	-1,744.00	30.24%
5060-01 · Overtime - General	2,020.83	15,000.00	-12,979.17	13.47%
5060-02 · Overtime - Snow Removal	12,410.97	45,000.00	-32,589.03	27.58%
5070-05 · Compensated Absenses Accrued	0.00	0.00	0.00	0.0%
5100-00 · Retirement	70,372.42	184,970.00	-114,597.58	38.05%
5110-00 · Social Security/Medicare	51,411.41	123,208.00	-71,796.59	41.73%
5120-00 · Life Insurance	498.23	2,000.00	-1,501.77	24.91%
5130-00 · Medical Insurance	116,040.19	260,000.00	-143,959.81	44.63%
5160-00 · Workman's Compensation	21,309.00	20,000.00	1,309.00	106.55%
5170-00 · Unemployment Claims	0.00	0.00	0.00	0.0%
<b>Total 5000-00 · "A" EXPENSES</b>	<b>958,467.96</b>	<b>2,200,746.00</b>	<b>-1,242,278.04</b>	<b>43.55%</b>
<b>6000 · "B" EXPENDITURES</b>				
<b>6000-0 · "B" EXPENSES - ADMINISTRATIVE</b>				
<b>6000-00 · TRAVEL EXPENSE</b>				
6000-01 · Travel	10,056.53	50,000.00	-39,943.47	20.11%
<b>Total 6000-00 · TRAVEL EXPENSE</b>	<b>10,056.53</b>	<b>50,000.00</b>	<b>-39,943.47</b>	<b>20.11%</b>
<b>6010-00 · SUPPLIES/EQUIPMENT EXPENSE</b>				
6010-01 · Supplies/Equipment - Office	4,151.18	8,000.00	-3,848.82	51.89%
6010-02 · Supplies/Equipment - Parking	673.46	1,000.00	-326.54	67.35%
6010-03 · Supplies/Equipment - Computer	8,701.95	30,000.00	-21,298.05	29.01%
<b>Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE</b>	<b>13,526.59</b>	<b>39,000.00</b>	<b>-25,473.41</b>	<b>34.68%</b>
<b>6020-00 · INSURANCE</b>				
6020-01 · Insurance	59,416.00	120,000.00	-60,584.00	49.51%
<b>Total 6020-00 · INSURANCE</b>	<b>59,416.00</b>	<b>120,000.00</b>	<b>-60,584.00</b>	<b>49.51%</b>
<b>6030-00 · UTILITIES</b>				

	Oct '24 - Feb 25	Budget	\$ Over Budget	% of Budget
6030-01 · Utilities - Gas/Terminal	2,455.00	23,000.00	-20,545.00	10.67%
6030-02 · Utilities - Gas/AOB & Cold Stor	1,780.00	10,000.00	-8,220.00	17.8%
6030-03 · Utilities - Elect./Runway&PAPI	2,519.51	5,500.00	-2,980.49	45.81%
6030-04 · Utilities - Elec./AOB & Cold St	4,199.37	10,000.00	-5,800.63	41.99%
6030-05 · Utilities - Electric/Terminal	27,704.21	72,000.00	-44,295.79	38.48%
6030-06 · Utilities - Telephone	7,620.96	23,000.00	-15,379.04	33.14%
6030-07 · Utilities - Water	2,159.81	10,000.00	-7,840.19	21.6%
6030-08 · Utilities - Garbage Removal	12,632.90	15,000.00	-2,367.10	84.22%
6030-09 · Utilities - Sewer	4,585.05	10,000.00	-5,414.95	45.85%
6030-11 · Utilities - Electric/Tower	3,405.69	7,000.00	-3,594.31	48.65%
6030-12 · Utilities - Elec./Brdfrd.Hghl	266.74	800.00	-533.26	33.34%
6030-13 · Utilities - Elec. Exit Booth	542.37	1,500.00	-957.63	36.16%
6030-15 · Utilities - Elec/AWOS	1,883.76	3,500.00	-1,616.24	53.82%
6030-16 · Utilities - Elec. Wind Cone	135.98	200.00	-64.02	67.99%
6030-17 · Utilities - Elec./Gas- Hangar	2,688.86	7,000.00	-4,311.14	38.41%
6030-20 · Utilities - Ranch	-408.80	60,000.00	-60,408.80	-0.68%
<b>Total 6030-00 · UTILITIES</b>	<b>74,171.41</b>	<b>258,500.00</b>	<b>-184,328.59</b>	<b>28.69%</b>
<b>6040-00 · SERVICE PROVIDER</b>				
6040-01 · Service Provider - General	129.95	0.00	129.95	100.0%
6040-02 · Service Provider - Term. Serv.	4,005.45	7,000.00	-2,994.55	57.22%
6040-03 · Service Provider - AOB Services	45,158.78	81,000.00	-35,841.22	55.75%
6040-04 · Service Provider-Ops./Airfield	16,946.95	20,000.00	-3,053.05	84.74%
6040-13 · Service Provider-Parking Lot	35,878.77	85,000.00	-49,121.23	42.21%
<b>Total 6040-00 · SERVICE PROVIDER</b>	<b>102,119.90</b>	<b>193,000.00</b>	<b>-90,880.10</b>	<b>52.91%</b>
<b>6050-00 · PROFESSIONAL SERVICES</b>				
6050-01 · Professional Services - Legal	62,738.94	250,000.00	-187,261.06	25.1%
6050-02 · Professional Serv. - Audit/Fina	81,922.31	133,350.00	-51,427.69	61.43%
6050-03 · Professional Services - Enginee	3,175.61	40,000.00	-36,824.39	7.94%
6050-04 · Professional Services - HR	5,695.46	15,000.00	-9,304.54	37.97%
6050-05 · Professional Services - Gen.	11,245.19	20,000.00	-8,754.81	56.23%
6050-10 · Prof. Srvc.-IT/Comp. Support	72,252.50	170,000.00	-97,747.50	42.5%
6050-12 · Prof. Serv.- Planning Air Serv.	666.25	2,000.00	-1,333.75	33.31%
6050-13 · Prof. Serv.-Website Hosting	1,019.98	1,200.00	-180.02	85.0%
6050-15 · Prof. Serv.-Web Maint-Outreach	2,148.11	30,000.00	-27,851.89	7.16%
6050-17 · Prof. Serv. - Airspace Consult.	0.00	40,000.00	-40,000.00	0.0%
6050-18 · Prof. Services - Approach Maint	0.00	20,000.00	-20,000.00	0.0%
6050-19 · Prof. Serv.-ATCT Relocation	3,135.00	25,000.00	-21,865.00	12.54%
6050-21 · Professional Services - Other	6,459.00	45,000.00	-38,541.00	14.35%
<b>Total 6050-00 · PROFESSIONAL SERVICES</b>	<b>250,458.35</b>	<b>791,550.00</b>	<b>-541,091.65</b>	<b>31.64%</b>
<b>6060-00 · MAINTENANCE-OFFICE EQUIPMENT</b>				
6060-04 · Maintenance - Copier	403.17	2,000.00	-1,596.83	20.16%
6060-05 · Maintenance - Phone	0.00	1,400.00	-1,400.00	0.0%
<b>Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT</b>	<b>403.17</b>	<b>3,400.00</b>	<b>-2,996.83</b>	<b>11.86%</b>
<b>6070-00 · RENT/LEASE OFFICE EQUIPMENT</b>				
6070-02 · Rent/Lease - Postage Meter	990.63	1,500.00	-509.37	66.04%
<b>Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT</b>	<b>990.63</b>	<b>1,500.00</b>	<b>-509.37</b>	<b>66.04%</b>
<b>6080-00 · DUES/MEMBERSHIPS</b>				
6080-01 · Dues/Memberships	6,740.00	15,000.00	-8,260.00	44.93%
6080-07 · Cove Canal Assoc Dues - Ranch	0.00	3,200.00	-3,200.00	0.0%
<b>Total 6080-00 · DUES/MEMBERSHIPS</b>	<b>6,740.00</b>	<b>18,200.00</b>	<b>-11,460.00</b>	<b>37.03%</b>
<b>6090-00 · POSTAGE</b>				
6090-01 · Postage/Courier Service	1,840.61	1,166.00	674.61	157.86%
<b>Total 6090-00 · POSTAGE</b>	<b>1,840.61</b>	<b>1,166.00</b>	<b>674.61</b>	<b>157.86%</b>
<b>6100-00 · EDUCATION/TRAINING</b>				

	Oct '24 - Feb 25	Budget	\$ Over Budget	% of Budget
6100-01 · Education/Training - Admin.	3,391.75	10,000.00	-6,608.25	33.92%
6100-02 · Education/Training - OPS	4,935.49	20,000.00	-15,064.51	24.68%
6100-03 · Education/Training - ARFF	10,235.84	15,000.00	-4,764.16	68.24%
6100-04 · Ed/Train. - ARFF Trienn. Drill	0.00	0.00	0.00	0.0%
6100-06 · Education - Security	0.00	3,000.00	-3,000.00	0.0%
<b>Total 6100-00 · EDUCATION/TRAINING</b>	<b>18,563.08</b>	<b>48,000.00</b>	<b>-29,436.92</b>	<b>38.67%</b>
<b>6101-00 · PUBLIC OUTREACH/ADS/COMMUNICATI</b>				
6101-01 · Advertising/Social Media/Sponso	8,681.28	30,000.00	-21,318.72	28.94%
6101-02 · Public Outr/Comm - Noise Abatem	0.00	500.00	-500.00	0.0%
6101-03 · Public Outr/Comm - SAAC	11,399.49	10,000.00	1,399.49	114.0%
6101-00 · PUBLIC OUTREACH/ADS/COMMUNICATI - Other	0.00	0.00	0.00	0.0%
<b>Total 6101-00 · PUBLIC OUTREACH/ADS/COMMUNICATI</b>	<b>20,080.77</b>	<b>40,500.00</b>	<b>-20,419.23</b>	<b>49.58%</b>
<b>6110-00 · CONTRACTS</b>				
6110-02 · Contracts - FMAA	25,000.00	84,000.00	-59,000.00	29.76%
6110-16 · Contracts - Prkg Mngt Fee/Ops	4,937.16	30,000.00	-25,062.84	16.46%
6110-17 · Contracts - Landing Fee Equip.	14,068.86	17,305.00	-3,236.14	81.3%
6110-18 · Contracts - Vector Commissions	42,765.56	78,910.00	-36,144.44	54.2%
<b>Total 6110-00 · CONTRACTS</b>	<b>86,771.58</b>	<b>210,215.00</b>	<b>-123,443.42</b>	<b>41.28%</b>
<b>6130-00 · MISCELLANEOUS EXPENSES</b>				
6130-01 · Misc. - General	8,863.59	15,000.00	-6,136.41	59.09%
6140-01 · Merchant Fees	236.76	600.00	-363.24	39.46%
6150-03 · Interest expense - leases	0.00	0.00	0.00	0.0%
<b>Total 6130-00 · MISCELLANEOUS EXPENSES</b>	<b>9,100.35</b>	<b>15,600.00</b>	<b>-6,499.65</b>	<b>58.34%</b>
<b>Total 6000-0 · "B" EXPENSES - ADMINISTRATIVE</b>	<b>654,238.97</b>	<b>1,790,631.00</b>	<b>-1,136,392.03</b>	<b>36.54%</b>
<b>6001 · "B" EXPENSES - OPERATIONAL</b>				
<b>6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS</b>				
6500-01 · Supplies/Equipment - General	1,919.35	13,500.00	-11,580.65	14.22%
6500-02 · Supplies/Equipment - Tools	3,094.67	20,000.00	-16,905.33	15.47%
6500-03 · Supplies/Equipment-ClothingOps	2,036.93	4,000.00	-1,963.07	50.92%
6500-04 · Supplies/Equipment - Janitorial	23,344.92	42,000.00	-18,655.08	55.58%
6500-07 · Supplies/Equipment-ClothingPark	0.00	2,000.00	-2,000.00	0.0%
<b>Total 6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS</b>	<b>30,395.87</b>	<b>81,500.00</b>	<b>-51,104.13</b>	<b>37.3%</b>
<b>6505-00 · EQUIP/VEHICLE - LEASE/RENTAL</b>				
6505-01 · Eq./Vehi Lease/Rental - General	115,857.66	98,264.00	17,593.66	117.9%
<b>Total 6505-00 · EQUIP/VEHICLE - LEASE/RENTAL</b>	<b>115,857.66</b>	<b>98,264.00</b>	<b>17,593.66</b>	<b>117.9%</b>
<b>6510-00 · FUEL/LUBRICANTS</b>				
6510-01 · General	875.00			
6510-02 · Fuel	37,470.47	65,000.00	-27,529.53	57.65%
6510-03 · Lubricants	192.00	7,000.00	-6,808.00	2.74%
<b>Total 6510-00 · FUEL/LUBRICANTS</b>	<b>38,537.47</b>	<b>72,000.00</b>	<b>-33,462.53</b>	<b>53.52%</b>
<b>6520-00 · VEHICLES/MAINTENANCE</b>				
6520-01 · R/M Equipment - General	13,174.08	80,000.00	-66,825.92	16.47%
6520-06 · R/M Equip. -'85 Ford Dump	0.00	2,000.00	-2,000.00	0.0%
6520-17 · R/M Equip. '01 Case 921 Ldr.	0.00	1,500.00	-1,500.00	0.0%
6520-20 · R/M Equip. - '02 Kodiak Blower	0.00	3,000.00	-3,000.00	0.0%
6520-25 · R/M Equip. - '04 Batts De-Ice	0.00	1,000.00	-1,000.00	0.0%
6520-28 · R/M Equip.-'06 Case 621 Loader	0.00	1,500.00	-1,500.00	0.0%
6520-29 · R/M Equip.- '10 Waus Broom/Plow	0.00	1,500.00	-1,500.00	0.0%
6520-30 · R/M Equip.-'05 Ford F-350	0.00	1,500.00	-1,500.00	0.0%
6520-31 · R/M Equip. -'10 Oshkosh Blower	317.95	10,000.00	-9,682.05	3.18%
6520-32 · R/M Equip. - '09 Mini Truck	55.96	1,000.00	-944.04	5.6%
6520-34 · R/M Equip. - '12 Case 921F Load	0.00	1,500.00	-1,500.00	0.0%
6520-36 · R/M Equip. - '10 Toyota Forklif	0.00	1,000.00	-1,000.00	0.0%
6520-37 · ZzZ_R/M Equip. - '15 Tool Cat	0.00	0.00	0.00	0.0%

	Oct '24 - Feb 25	Budget	\$ Over Budget	% of Budget
6520-38 · R/M Equip. - '15 Wausau Broom	19.87	6,000.00	-5,980.13	0.33%
6520-39 · R/M Equip. - Boss Spreader	0.00	250.00	-250.00	0.0%
6520-40 · R/M Equip. - '17 Ford-350 Super	4,382.17	3,000.00	1,382.17	146.07%
6520-41 · R/M Equip. - '17 Kodiak Blower	94.98	3,000.00	-2,905.02	3.17%
6520-43 · ZzZ_R/M Equip. - '18 279D	0.00	0.00	0.00	0.0%
6520-44 · R/M Equip. - '18 Cat 972M Ldr	0.00	0.00	0.00	0.0%
6520-45 · R/M Equip. - '19 Oshkosh Broom	0.00	0.00	0.00	0.0%
6520-46 · R/M Equip. - '20 Chev. 1500 PU	0.00	1,500.00	-1,500.00	0.0%
6520-47 · R/M Equip. - '19 Cat 972M Ldr	1,945.55	1,500.00	445.55	129.7%
6520-48 · ZzZ_R/M Equip.-'18 New Holland	0.00	0.00	0.00	0.0%
6520-49 · R/M Equip. - '21 MB Combo	377.40	15,000.00	-14,622.60	2.52%
6520-50 · R/M Equip. - '22 MB Combo	377.40	15,000.00	-14,622.60	2.52%
6520-51 · R/M Equip. - '22 MB Deice Truck	0.00	5,000.00	-5,000.00	0.0%
6520-52 · R/M Equip. - '22 MB4 Blower	589.33	500.00	89.33	117.87%
6520-53 · R/M Equip. - '22 F-350	0.00	1,500.00	-1,500.00	0.0%
6520-54 · R/M Equip. - '23 Expedition	0.00	1,500.00	-1,500.00	0.0%
6520-55 · R/M Equip. - '23 Ford Maverick	0.00	1,500.00	-1,500.00	0.0%
6520-56 · R/M Equip. - '99 Econoline Van	0.00	500.00	-500.00	0.0%
6520-57 · R/M Equip. - '24 F-350	968.19	2,000.00	-1,031.81	48.41%
6520-58 · R/M Equip. - '23 972 Loader	0.00	1,500.00	-1,500.00	0.0%
6520-59 · R/M Equip. - '23 NorstarTrailer	0.00	500.00	-500.00	0.0%
6520-60 · R/M Equip. - '24 MB5 Combo	0.00	15,000.00	-15,000.00	0.0%
6520-61 · R/M Equip. - '17 MT6 Trackless	1,588.89	5,000.00	-3,411.11	31.78%
6520-62 · R/M Equip - '24 299 Skidsteer	644.78	2,500.00	-1,855.22	25.79%
6520-00 · VEHICLES/MAINTENANCE - Other	0.00	0.00	0.00	0.0%
<b>Total 6520-00 · VEHICLES/MAINTENANCE</b>	<b>24,536.55</b>	<b>187,750.00</b>	<b>-163,213.45</b>	<b>13.07%</b>
<b>6530-00 · ARFF MAINTENANCE</b>				
6530-01 · ARFF Maint. Gen/Supplies	283.31	10,000.00	-9,716.69	2.83%
6530-04 · ARFF Maint. - Radios	28.39	10,000.00	-9,971.61	0.28%
6530-05 · ZzZ_ARFF MAint. - '03 E-One	0.00	2,500.00	-2,500.00	0.0%
6530-06 · ARFF Maint. - '20 Oshkosh Strik	37,290.26	2,500.00	34,790.26	1,491.61%
6530-08 · ARFF Maint. - '24 Oshkosh Strik	0.00	0.00	0.00	0.0%
<b>Total 6530-00 · ARFF MAINTENANCE</b>	<b>37,601.96</b>	<b>25,000.00</b>	<b>12,601.96</b>	<b>150.41%</b>
<b>6540-00 · REPAIRS/MAINTENANCE - BUILDING</b>				
6540-01 · R/M Bldg. - General	0.00	1,500.00	-1,500.00	0.0%
6540-02 · R/M Bldg. - Terminal	82,449.07	150,000.00	-67,550.93	54.97%
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	11,825.59	40,200.00	-28,374.41	29.42%
6540-06 · R/M Bldg. - Hangars	2,296.60	5,000.00	-2,703.40	45.93%
6540-07 · R/M Bldg. - Tower	3,498.55	13,000.00	-9,501.45	26.91%
6540-10 · R/M Bldg. - Ranch	0.00	15,000.00	-15,000.00	0.0%
6540-00 · REPAIRS/MAINTENANCE - BUILDING - Other	0.00	0.00	0.00	0.0%
<b>Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING</b>	<b>100,069.81</b>	<b>232,200.00</b>	<b>-132,130.19</b>	<b>43.1%</b>
<b>6550-00 · REPAIRS/MAINTENANCE - AIRSIDE</b>				
6550-01 · R/M - General	3,589.02	8,000.00	-4,410.98	44.86%
6550-02 · R/M - Airfield/Runway	1,714.40	40,000.00	-38,285.60	4.29%
6550-03 · R/M - Airfield/Runway - Deice	106,745.01	115,000.00	-8,254.99	92.82%
6550-04 · R/M - Lights	10,856.53	25,000.00	-14,143.47	43.43%
<b>Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE</b>	<b>122,904.96</b>	<b>188,000.00</b>	<b>-65,095.04</b>	<b>65.38%</b>
<b>6551-00 · REPAIRS/MAINTENANCE - LANDSIDE</b>				
6551-01 · RM - General	3.75	10,500.00	-10,496.25	0.04%
6551-02 · R/M - Parking Lot	14,003.06	25,000.00	-10,996.94	56.01%
6551-03 · R/M - Landscaping	1,734.58	15,000.00	-13,265.42	11.56%

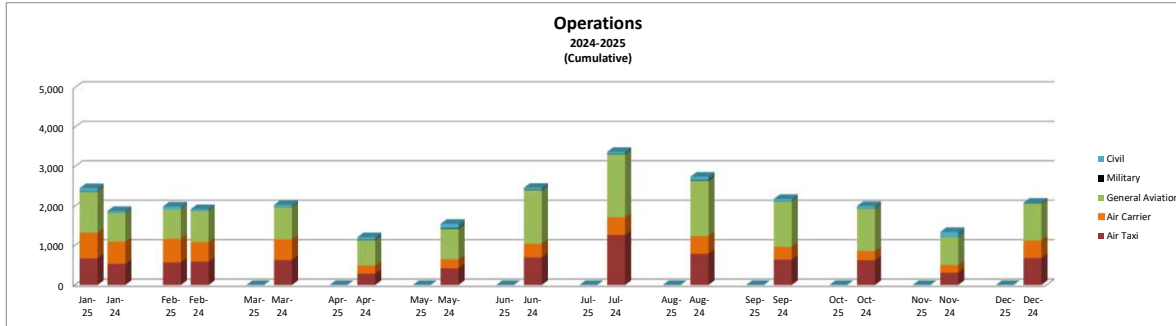
	Oct '24 - Feb 25	Budget	\$ Over Budget	% of Budget
6551-04 · R/M - Ranch	1,539.80	100,000.00	-98,460.20	1.54%
<b>Total 6551-00 · REPAIRS/MAINTENANCE - LANDSIDE</b>	<b>17,281.19</b>	<b>150,500.00</b>	<b>-133,218.81</b>	<b>11.48%</b>
<b>6560-00 · SECURITY EXPENSE</b>				
6560-01 · Security - General	3,129.38	10,500.00	-7,370.62	29.8%
6560-02 · Security - Law Enf. Offi. (LEO)	0.00	5,000.00	-5,000.00	0.0%
6560-03 · Security - Subscription Licen.	24,033.00	60,000.00	-35,967.00	40.06%
6560-04 · Security - Perim./Access/CCTV	11,444.77	24,000.00	-12,555.23	47.69%
6560-05 · Security - Professional Serv.	0.00	19,000.00	-19,000.00	0.0%
<b>Total 6560-00 · SECURITY EXPENSE</b>	<b>38,607.15</b>	<b>118,500.00</b>	<b>-79,892.85</b>	<b>32.58%</b>
<b>6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU</b>				
6570-01 · R/M Aeronautical Equip - NDB/DME	1,498.10	10,000.00	-8,501.90	14.98%
6570-02 · R/M Aeronautical Equip. - Tower	2,378.05	8,000.00	-5,621.95	29.73%
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	2,193.10	8,500.00	-6,306.90	25.8%
<b>Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU</b>	<b>6,069.25</b>	<b>26,500.00</b>	<b>-20,430.75</b>	<b>22.9%</b>
<b>Total 6001 · "B" EXPENSES - OPERATIONAL</b>	<b>531,861.87</b>	<b>1,180,214.00</b>	<b>-648,352.13</b>	<b>45.07%</b>
<b>Total 6000 · "B" EXPENDITURES</b>	<b>1,186,100.84</b>	<b>2,970,845.00</b>	<b>-1,784,744.16</b>	<b>39.93%</b>
<b>7000 · "C" EXPENSES</b>				
<b>7001-00 · CAPITAL EXPENDITURES</b>				
7001-01 · Land	0.00	0.00	0.00	0.0%
7001-02 · Buildings and Improvements	0.00	450,000.00	-450,000.00	0.0%
7001-03 · Airfield & General Improvements	0.00	2,000,000.00	-2,000,000.00	0.0%
7001-04 · Office Equipment	0.00	0.00	0.00	0.0%
7001-05 · Maintenance Equipment /Vehicle	0.00	310,000.00	-310,000.00	0.0%
7001-06 · Assessments/Plans/Studies	2,613.46	0.00	2,613.46	100.0%
7001-09 · Security Equipment	0.00	35,000.00	-35,000.00	0.0%
7001-10 · SRE Aquisition Non-AIP	0.00	0.00	0.00	0.0%
7001-12 · Network Equipment	33,350.00	30,000.00	3,350.00	111.17%
7001-99 · CONTINGENCY	0.00	2,000,000.00	-2,000,000.00	0.0%
<b>Total 7001-00 · CAPITAL EXPENDITURES</b>	<b>35,963.46</b>	<b>4,825,000.00</b>	<b>-4,789,036.54</b>	<b>0.75%</b>
<b>7549-00 · AIP '49 - SRE Aqu., Pavement Ma</b>				
7549-01 · AIP '49 - Eligible	0.00	0.00	0.00	0.0%
<b>Total 7549-00 · AIP '49 - SRE Aqu., Pavement Ma</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.0%</b>
<b>7553-00 · AIP '53 - Rehab RW, TW &amp; Apron</b>				
7553-01 · AIP '53 - Eligible	2,132.75	0.00	2,132.75	100.0%
<b>Total 7553-00 · AIP '53 - Rehab RW, TW &amp; Apron</b>	<b>2,132.75</b>	<b>0.00</b>	<b>2,132.75</b>	<b>100.0%</b>
<b>7556-00 · AIP '56 - Rehab Runway Phase 2</b>				
7556-01 · AIP '56 - Eligible	10,412.87	0.00	10,412.87	100.0%
<b>Total 7556-00 · AIP '56 - Rehab Runway Phase 2</b>	<b>10,412.87</b>	<b>0.00</b>	<b>10,412.87</b>	<b>100.0%</b>
<b>7558-00 · AIP '58 - Rehab Runway Phase 3</b>				
7558-01 · AIP '58 - Eligible	29,178.90	0.00	29,178.90	100.0%
<b>Total 7558-00 · AIP '58 - Rehab Runway Phase 3</b>	<b>29,178.90</b>	<b>0.00</b>	<b>29,178.90</b>	<b>100.0%</b>
<b>7559-00 · AIP '59 - Acquire Land</b>				
7559-01 · AIP '59 - Eligible	1,672.00	0.00	1,672.00	100.0%
<b>Total 7559-00 · AIP '59 - Acquire Land</b>	<b>1,672.00</b>	<b>0.00</b>	<b>1,672.00</b>	<b>100.0%</b>
<b>7560-00 · AIP '60 - Development Addendum</b>				
7560-01 · AIP '60 - Eligible	0.00	0.00	0.00	0.0%
<b>Total 7560-00 · AIP '60 - Development Addendum</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.0%</b>
<b>7561-00 · AIP '61 - Airfield Pavement Etc</b>				
7561-01 · AIP '61 - Airfield Pavement Etc	486,339.94	0.00	486,339.94	100.0%
<b>Total 7561-00 · AIP '61 - Airfield Pavement Etc</b>	<b>486,339.94</b>	<b>0.00</b>	<b>486,339.94</b>	<b>100.0%</b>
<b>7563-00 · AIP '63 GA Terminal</b>				
7563-01 · AIP '63 GA Terminal	3,500.00			
<b>Total 7563-00 · AIP '63 GA Terminal</b>	<b>3,500.00</b>			



	<b>Oct '24 - Feb 25</b>	<b>Budget</b>	<b>\$ Over Budget</b>	<b>% of Budget</b>
<b>Total 7000 · "C" EXPENSES</b>	569,199.92	4,825,000.00	-4,255,800.08	11.8%
<b>Total 5000 · EXPENDITURES</b>	2,713,768.72	9,996,591.00	-7,282,822.28	27.15%
9999-00 · Depreciation	0.00	0.00	0.00	0.0%
9999-01 · Amortization	0.00	0.00	0.00	0.0%
9999-02 · Donation of assets	0.00	0.00	0.00	0.0%
<b>Total Expense</b>	2,713,768.72	9,996,591.00	-7,282,822.28	27.15%
<b>Net Ordinary Income</b>	2,775,880.70	-2,722,483.00	5,498,363.70	-101.96%
<b>Other Income/Expense</b>				
<b>Other Expense</b>				
6140-00	78.00			
<b>Total Other Expense</b>	78.00			
<b>Net Other Income</b>	-78.00	0.00	-78.00	100.0%
<b>Net Income</b>	<b>2,775,802.70</b>	<b>-2,722,483.00</b>	<b>5,498,285.70</b>	<b>-101.96%</b>

Friedman Memorial Airport  
February 2025

Month	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
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	1,875	2,455
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	1,905	1,990
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	1,971	2,031	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	1,551	1,211	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	1,437	1,552	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	2,193	2,464	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	3,535	3,374	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	2,659	2,746	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	2,341	2,181	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	1,807	2,003	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	1,322	1,346	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	2,171	2,087	0
<b>Totals</b>	<b>50,858</b>	<b>55,897</b>	<b>44,739</b>	<b>45,032</b>	<b>43,607</b>	<b>43,002</b>	<b>50,712</b>	<b>33,836</b>	<b>31,699</b>	<b>32,350</b>	<b>30,555</b>	<b>28,269</b>	<b>32,140</b>	<b>23,307</b>	<b>24,815</b>	<b>26,716</b>	<b>26,692</b>	<b>26,571</b>	<b>24,577</b>	<b>24,067</b>	<b>29,102</b>	<b>26,211</b>	<b>25,210</b>	<b>24,775</b>	<b>4,445</b>



ATCT Operations Change (February 2025 vs. February 2024)			
	2025	2024	% Change
Air Taxi	575	593	-3.0%
Air Carrier	597	497	20.1%
General Aviation	746	787	-5.2%
Military	0	2	-100.0%
Civil	72	26	176.9%
Total	1,990	1,905	4.5%
YTD Total	4,445	24,775	-82.1%

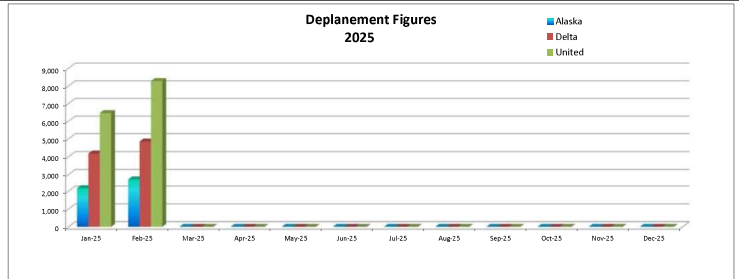
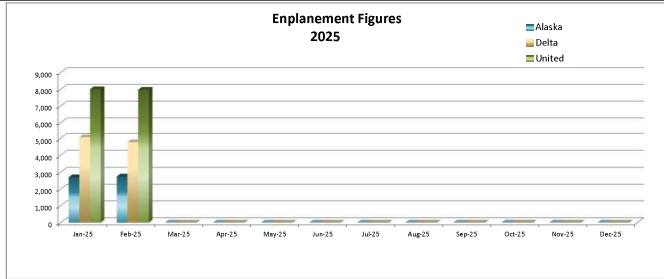
FRIEDMAN MEMORIAL AIRPORT  
February 2025

2025 Enplanements																		
Month	Alaska Airlines					Delta Airlines					United Airlines					Total Enp.	Prior Year Total Enp.	Total % Change
	Revenue	Non-Revenue	Total	Prior Year	Total %	Revenue	Non-Revenue	Total	Prior Year	Total %	Revenue	Non-Revenue	Total	Prior Year	Total %			
Jan-25	2,612	86	2,698	2,127	26.8%	4,944	117	5,061	4,488	12.8%	7,884	121	8,005	8,167	-2.0%	15,764	14,782	6.6%
Feb-25	2,660	82	2,742	2,393	14.6%	4,670	95	4,765	3,416	39.5%	7,868	105	7,973	7,934	0.5%	15,480	13,743	12.6%
<b>Totals</b>	<b>5,272</b>	<b>168</b>	<b>5,440</b>	<b>4,520</b>	<b>20.4%</b>	<b>9,614</b>	<b>212</b>	<b>9,826</b>	<b>7,904</b>	<b>24.3%</b>	<b>15,752</b>	<b>226</b>	<b>15,978</b>	<b>16,101</b>	<b>-0.8%</b>	<b>31,244</b>	<b>28,525</b>	<b>9.5%</b>

Legend for Chart:

2025 Deplanements																		
Month	Alaska Airlines					Delta Airlines					United Airlines					Total Dep.	Prior Year Total Dep.	Total % Change
	Revenue	Non-Revenue	Total	Prior Year	Total %	Revenue	Non-Revenue	Total	Prior Year	Total %	Revenue	Non-Revenue	Total	Prior Year	Total %			
Jan-25	2,099	69	2,168	1,788	21.3%	4,083	99	4,182	3,766	11.0%	6,336	128	6,464	6,609	-2.2%	12,814	12,163	5.4%
Feb-25	2,657	78	2,735	2,471	10.7%	4,765	88	4,853	3,447	40.8%	8,156	120	8,276	8,258	0.2%	15,864	14,176	11.9%
<b>Totals</b>	<b>4,756</b>	<b>147</b>	<b>4,903</b>	<b>4,259</b>	<b>15.1%</b>	<b>8,848</b>	<b>187</b>	<b>9,035</b>	<b>7,213</b>	<b>25.3%</b>	<b>14,492</b>	<b>248</b>	<b>14,740</b>	<b>14,867</b>	<b>-0.9%</b>	<b>28,678</b>	<b>26,339</b>	<b>8.9%</b>

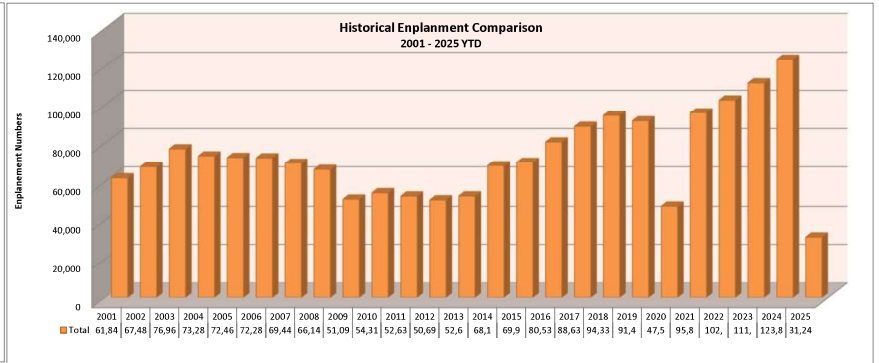
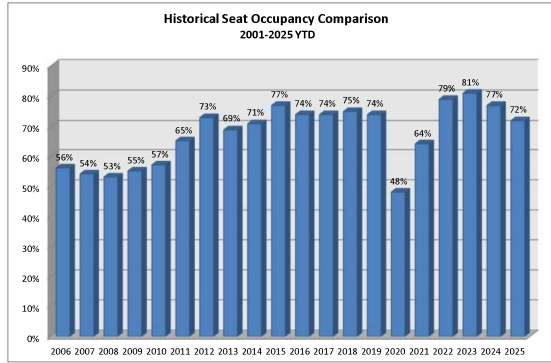
Legend for Chart:



**FRIEDMAN MEMORIAL AIRPORT**  
February 2025

2025 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	Change in Load Factor %
Jan-25	50	3,800	2,698	71%	98	6,860	5,061	74%	174	12,180	8,005	66%	22,840	15,764	69%	8%	7%	-1%
Feb-25	48	3,648	2,742	75%	93	6,510	4,765	73%	151	10,570	7,973	75%	20,728	15,480	75%	13%	13%	0%
<b>Totals</b>	<b>98</b>	<b>7,448</b>	<b>5,440</b>	<b>73%</b>	<b>191</b>	<b>13,370</b>	<b>9,826</b>	<b>73%</b>	<b>325</b>	<b>22,750</b>	<b>15,978</b>	<b>70%</b>	<b>43,568</b>	<b>31,244</b>	<b>72%</b>	<b>10%</b>	<b>10%</b>	<b>0%</b>

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



**WORK ORDER #2020-8**  
**TO**  
**PROFESSIONAL SERVICES AGREEMENT**

**BETWEEN:** Friedman Memorial Airport Authority (CLIENT)  
Hailey, ID 83333

**AND:** Mead & Hunt, Inc. (CONSULTANT)  
A Wisconsin Corporation

**EFFECTIVE DATE:** March 12, 2025

**RECITALS**

This is Work Order #2020-8 to the Master Service Agreement dated effective January 22, 2020, between the Friedman Memorial Airport Authority and Mead & Hunt, Inc. The Master Service Agreement effective April 3, 2020, is referred to herein as the Contract.

**AGREEMENT**

1. Services to be provided. The Scope of Services is to provide professional planning service for assisting the Friedman Memorial Airport Authority with planning. The full Scope of Services is defined in Exhibit A.
2. Schedule. The project shall be completed within approximately twelve (12) months of execution.
3. Consideration. The services shall be provided for the lump sum of \$742,121.00, as described in Exhibit A. Progress payments shall be made in accordance with the Contract.

**APPROVAL AND ACCEPTANCE:** Approval and acceptance of the WORK ORDER including any attachments shall incorporate this document as part of the CONTRACT between the OWNER and the CONSULTANT dated April 3, 2020. All work and services defined in this WORK ORDER shall be performed in accordance with the terms and conditions of the aforementioned CONTRACT between the OWNER and CONSULTANT and the Federal Contract Provisions for Airport Improvement Program Projects.

Accepted by: FRIEDMAN MEMORIAL AIRPORT  
AUTHORITY

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

*The above person is authorized to sign for Client and  
bind the Client to the terms hereof.*

Date: \_\_\_\_\_

Approved by: MEAD & HUNT, INC.

By:  \_\_\_\_\_

Name: Brad Rolf \_\_\_\_\_

Title: Vice President \_\_\_\_\_

Date: March 12, 2025 \_\_\_\_\_

**Exhibit A**  
**Friedman Memorial Airport**  
**Airport Infrastructure and Optimization Study**  
**Scope of Services**

EXHIBIT B - FEE BASIS - DRAFT  
 FRIEDMAN MEMORIAL AIRPORT  
 AIRPORT INFRASTRUCTURE AND OPTIMIZATION STUDY  
 HAILEY, ID

March 11, 2025  
 Mead & Hunt

															SUB CONSULTANT COSTS							GRAND TOTAL									
	Project Principal Labor Cost	Project Manager Labor Cost	Senior Project Planner/Terminal Planner Labor Cost	Assistant Project Manager Labor Cost	Senior Planner Labor Cost	Planner III/Community Outreach Planner Labor Cost	Technician IV Labor Cost	Planner II Labor Cost	Admin/Accounting Labor Cost	Total Labor Hours	Mead & Hunt Total Labor Cost	Mead & Hunt Expenses	Mead & Hunt Total Cost	Sub-Consultant Direct Expense Ardurra	Sub-Consultant Expenses Ardurra	Sub-Consultant Direct Expense Ricondo	Sub-Consultant Expenses Ricondo	Sub-Consultant Direct Expense Woolpert	Sub-Consultant Expenses Woolpert	Sub Total Cost	GRAND TOTAL COST										
<b>Full Burdened Hourly Rates by Personnel Category</b>	\$355	\$323	\$289	\$250	\$227	\$204	\$197	\$180	\$125																						
<b>Task 1/UPDATED FACILITY INVENTORY</b>	0	\$0	16	\$5,168	2	\$578	16	\$4,000	0	\$0	0	\$0	24	\$4,728	28	\$5,040	0	\$0	86	\$19,514	\$0	\$19,514	\$2,511	\$0	\$0	\$0	\$0	\$0	\$0	\$2,511	\$22,025
1.1. Update Airport Inventory	0	\$0	8	\$2,584	0	\$0	8	\$2,000	0	\$0	0	\$0	24	\$4,728	16	\$2,880	0	\$0	56	\$12,192	\$0	\$12,192	\$2,511						\$2,511	\$14,703	
1.2. Document Commercial Service Reliability Improvements	0	\$0	8	\$2,584	2	\$578	8	\$2,000	0	\$0	0	\$0	0	\$0	12	\$2,160	0	\$0	30	\$7,322	\$0	\$7,322						\$0		\$7,322	
<b>Task 2/ FORECASTS OF AVIATION ACTIVITY</b>	6	\$2,130	28	\$9,044	8	\$2,312	24	\$6,000	0	\$0	0	\$0	0	\$0	32	\$5,760	0	\$0	98	\$25,246	\$0	\$25,246	\$0	\$0	\$80,000	\$0	\$0	\$0	\$80,000	\$105,246	
2.1. Collect and Evaluate Historical Aviation Activity Data	0	\$0	4	\$1,292	0	\$0	4	\$1,000	0	\$0	0	\$0	0	\$0	8	\$1,440	0	\$0	16	\$3,732	\$0	\$3,732			\$15,000				\$15,000	\$18,732	
2.2. Prepare Annual Activity Forecast	2	\$710	8	\$2,584	0	\$0	4	\$1,000	0	\$0	0	\$0	0	\$0	8	\$1,440	0	\$0	22	\$5,734	\$0	\$5,734			\$35,000				\$35,000	\$40,734	
2.3. Design Day Flight Schedules – Forecast	2	\$710	8	\$2,584	8	\$2,312	8	\$2,000	0	\$0	0	\$0	0	\$0	8	\$1,440	0	\$0	34	\$9,046	\$0	\$9,046			\$15,000				\$15,000	\$24,046	
2.4. Forecasts Approval	2	\$710	8	\$2,584	0	\$0	8	\$2,000	0	\$0	0	\$0	0	\$0	8	\$1,440	0	\$0	26	\$6,734	\$0	\$6,734			\$15,000				\$15,000	\$21,734	
<b>Task 3/AIRSPACE ANALYSIS</b>	0	\$0	8	\$2,584	0	\$0	4	\$1,000	0	\$0	0	\$0	0	\$0	8	\$1,440	0	\$0	20	\$5,024	\$0	\$5,024	\$0	\$0	\$0	\$0	\$12,375	\$0	\$12,375	\$17,399	
3.1. Airspace Optimization Analysis	0	\$0	8	\$2,584	0	\$0	4	\$1,000	0	\$0	0	\$0	0	\$0	8	\$1,440	0	\$0	20	\$5,024	\$0	\$5,024					\$12,375		\$12,375	\$17,399	
<b>Task 4/UPDATED FACILITY REQUIREMENTS</b>	0	\$0	48	\$15,504	72	\$20,808	48	\$12,000	0	\$0	0	\$0	32	\$6,304	72	\$12,960	0	\$0	272	\$67,576	\$0	\$67,576	\$3,476	\$0	\$0	\$0	\$0	\$0	\$3,476	\$71,052	
4.1. Design Standards Review/Evaluation	0	\$0	16	\$5,168	20	\$5,780	16	\$4,000	0	\$0	0	\$0	16	\$3,152	24	\$4,320	0	\$0	92	\$22,420	\$0	\$22,420	\$1,159						\$1,159	\$23,579	
4.2. Updated Facility Requirements – Airfield Facilities	0	\$0	16	\$5,168	16	\$4,624	16	\$4,000	0	\$0	0	\$0	8	\$1,576	24	\$4,320	0	\$0	80	\$19,688	\$0	\$19,688	\$1,159						\$1,159	\$20,847	
4.3. Updated Facility Requirements – Terminal Area Facilities	0	\$0	16	\$5,168	36	\$10,404	16	\$4,000	0	\$0	0	\$0	8	\$1,576	24	\$4,320	0	\$0	100	\$25,468	\$0	\$25,468	\$1,159						\$1,159	\$26,627	
<b>Task 5/UPDATED ALTERNATIVES ANALYSIS</b>	12	\$4,260	72	\$23,256	56	\$16,184	72	\$18,000	0	\$0	0	\$0	102	\$20,094	48	\$8,640	0	\$0	362	\$90,434	\$0	\$90,434	\$133,138	\$0	\$0	\$0	\$0	\$0	\$133,138	\$223,572	
5.1. Update and Review Alternatives for FAA Design Standards	4	\$1,420	24	\$7,752	4	\$1,156	24	\$6,000	0	\$0	0	\$0	24	\$4,728	16	\$2,880	0	\$0	96	\$23,936	\$0	\$23,936	\$57,569						\$57,569	\$81,505	
5.2. Update and Review Incremental Standards Airfield Alternatives	4	\$1,420	24	\$7,752	4	\$1,156	24	\$6,000	0	\$0	0	\$0	24	\$4,728	16	\$2,880	0	\$0	96	\$23,936	\$0	\$23,936	\$67,226						\$67,226	\$91,162	
5.3. Update Terminal Area Plan Alternative (with SRE Building)	4	\$1,420	24	\$7,752	48	\$13,872	24	\$6,000	0	\$0	0	\$0	54	\$10,638	16	\$2,880	0	\$0	170	\$42,562	\$0	\$42,562	\$8,343						\$8,343	\$50,905	
<b>Task 6/DOCUMENTATION</b>	16	\$5,680	24	\$7,752	16	\$4,624	40	\$10,000	0	\$0	0	\$0	24	\$4,728	80	\$14,400	40	\$5,000	240	\$52,184	\$12,000	\$64,184	\$7,982	\$0	\$0	\$0	\$0	\$0	\$7,982	\$72,166	
6.1. Draft and Final Narrative Reports	16	\$5,680	24	\$7,752	16	\$4,624	40	\$10,000	0	\$0	0	\$0	24	\$4,728	80	\$14,400	40	\$5,000	240	\$52,184	\$12,000	\$64,184	\$7,982						\$7,982	\$72,166	
<b>Task 7/OUTREACH AND COMMUNICATIONS</b>	0	\$0	56	\$18,088	0	\$0	56	\$14,000	0	\$0	56	\$11,424	0	\$0	0	\$0	0	\$0	168	\$43,512	\$15,000	\$58,512	\$12,168	\$581	\$0	\$0	\$0	\$0	\$12,749	\$71,261	
7.1. Study Committee Meetings	0	\$0	48	\$15,504	0	\$0	48	\$12,000	0	\$0	16	\$3,264	0	\$0	0	\$0	0	\$0	112	\$30,768	\$15,000	\$45,768	\$12,168	\$581					\$12,749	\$58,517	
7.1. Outreach Support for Website	0	\$0	8	\$2,584	0	\$0	8	\$2,000	0	\$0	40	\$8,160	0	\$0	0	\$0	0	\$0	56	\$12,744	\$0	\$12,744					\$0		\$12,744		
<b>Task 8/PROJECT MANAGEMENT, COORDINATION, AND COMMUNICATIONS</b>	60	\$21,300	188	\$60,724	12	\$3,468	88	\$22,000	0	\$0	0	\$0	0	\$0	0	\$0	8	\$1,000	356	\$108,492	\$0	\$108,492	\$48,504	\$2,404	\$0	\$0	\$0	\$0	\$50,908	\$159,400	
8.1. Project Management	24	\$8,520	148	\$47,804	0	\$0	48	\$12,000	0	\$0	0	\$0	0	\$0	0	\$0	8	\$1,000	228	\$69,324	\$0	\$69,324	\$34,598						\$34,598	\$103,922	
8.2. Sponsor Coordination and Meetings	36	\$12,780	40	\$12,920	12	\$3,468	40	\$10,000	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	128	\$39,168	\$0	\$39,168	\$13,906	\$2,404					\$16,310	\$55,478	
<b>GRAND TOTALS</b>	94	\$33,370	440	\$142,120	166	\$47,974	348	\$87,000	0	\$0	56	\$11,424	182	\$35,854	268	\$48,240	48	\$6,000	1,602	\$411,982	\$27,000	\$438,982	\$207,779	\$2,985	\$80,000	\$0	\$12,375	\$0	\$303,139	\$742,121	



## **Exhibit A**

### **Airport Infrastructure and Optimization Study Scope of Services**

#### **Friedman Memorial Airport (SUN)**

#### **Hailey, ID**

This Scope of Services is to assist the Friedman Memorial Airport Authority (FMAA and CLIENT), owner/operator of the Friedman Memorial Airport (the Airport or SUN) with the preparation of planning studies relative to Federal Aviation Administration (FAA) airport design standards. The design standards analysis will focus on existing conditions and future aeronautical and non-aeronautical needs based on updated aviation forecasts.

#### **Background Information**

While the feasibility of meeting FAA design standards at SUN has been studied in the past, some operational conditions and FAA design standards have changed, warranting a reevaluation. This planning effort will update aeronautical forecasts and facility requirements considering how both past operational changes and forecast/potential operational changes relate to FAA design standards, recommended practices, and design considerations, including areas identified as “hot spots”. This includes addressing the Airport’s need to proceed with much needed facility improvements as identified in the 2018 Airport Master Plan: primarily the airport traffic control tower (ATCT) relocation, passenger terminal facility improvements, second Fixed Based Operator (FBO) area, and construction of a snow removal equipment (SRE) storage building.

The CONSULTANT will utilize all previous planning documents to minimize the level of effort required for this study and to avoid duplication of work where possible. These documents include but are not limited to the June 2004 Master Plan Update, August 2006 Airport Site Selection and Feasibility Study, January 2013 Airport Alternatives Technical Analysis, August 2018 Master Plan Update and Airport Layout Plan, and the June 2022 Terminal Area Plan.

#### **Project Scope Elements**

The following sections describe the recommended project scope elements for this planning effort:

1. Updated Facility Inventory
2. Forecasts of Aviation Activity
3. Airspace Analysis for Runway Capacity
4. Updated Facility Requirements

5. Updated Alternatives Analysis
6. Documentation
7. Outreach and Communications
8. Project Management and Coordination

All scope elements will be accomplished in accordance with current Federal regulations, policy, guidance and FAA Advisory Circulars (ACs), including:

- AC 150/5070-6B - *Airport Master Plans, Changes 1 and 2*
- AC 150/5300-13B, *Airport Design, Change 1*
- AC 150/5000-17, *Critical Aircraft and Regular Use Determination*
- AC 150/5360-13A, *Airport Terminal Planning*
- AC 150/5060-5, *Airport Capacity and Delay*
- AC 150/5200-30, *Airport Winter Safety and Operations*
- AC 150/5220-18, *Buildings for Storage and Maintenance of Airport Snow and Ice Control Equipment and Materials*
- AC 150/5300-7, *FAA Policy on Facility Relocations Occasioned by Airport Improvements or Changes*
- AC 150/5325-4, *Runway Length Requirements for Airport Design*
- Engineering Policy Memo 23-01: *Sponsor Status Updates for an Existing Approved Modification of Standards*
- FAA Order 5300.1G, *Modifications to Agency Airport Design, Construction, and Equipment Standards*
- FAA Memorandum dated August 12, 2024, entitled: *Forecast Review and Approval Instructions*

### **Meetings and Trips**

This scope of services includes the following meetings and trips, as discussed in the applicable project scope element sections. Efforts will be made to hold multiple meetings on the same trip, when possible and appropriate. FAA staff will also be invited to participate in all meetings and workshops.

- Up to three (3) FMAA Board presentations to be attended by up to three (3) CONSULTANT staff at key milestones (see Element 2, Element 5, and Element 6). It

is expected that all three FMAA Board presentations would coincide with three (3) Study Committee meetings.

- Virtual project kick-off and information gathering meeting.

## **Element 1. Updated Facility Inventory**

This phase of the project establishes of a sound basis for plan and program development through the assimilation and documentation of appropriate base case data. Utilization of existing information will be integrated into element to avoid redundancy and unnecessary data collection.

### **1.1 Update Airport Inventory**

From secondary information sources, on-site observations, and data from previous Master Plans and Terminal Area Plan efforts, the CONSULTANT will inventory facilities within the boundaries of SUN. The inventory will include the physical layout of buildings (exterior only), runways, taxiways, airfield lighting, aprons, on-airport roadways, and navigational/electronic landing aids.

This effort will result in a facilities inventory recording, serving as the basis of information for subsequent tasks. The facilities information that is gathered will result in written and graphic documentation in the Updated Facility Requirements section (see Element 4 below), as well as technical drawing file documentation (AutoCAD) for use in subsequent tasks.

The inventory chapter will also include land use and zoning and an updated environmental conditions inventory. Future plans in the area such as proposed or potential new development, pedestrian/bike paths, and highway improvements will also be inventoried.

### **1.2 Document Commercial Service Reliability Improvements**

Commercial air passenger and general aviation service reliability has historically been challenging at SUN. Recently, since the last Master Plan was completed, commercial passenger service currently uses the E175 aircraft, and a variety of new approach procedures have been implemented that have greatly improved reliability. Both historic and updated existing commercial service reliability will be reviewed, and current approach procedures will be summarized in this task with the resulting reliability improvements being documented. The Consultant will also document changes in both the commercial and GA fleet since previous planning studies were completed. The existing special approaches

(and minimums) requiring waivers will be documented as well as the existing public approaches (and minimums). *Deliverables:*

- Draft Inventory Chapter

*Assumptions:*

- One round of CLIENT comments will be addressed.
- One round of FAA Comments will be addressed.

## **Element 2. Forecasts of Aviation Activity**

This element is for the preparation of an aviation activity forecast for SUN Airport Management and FAA review. The forecasts will be suitable for planning future improvements and informing subsequent efforts, such as environmental analyses. Specifically, this scope of services intends to address the following questions regarding future aviation activity at SUN:

- a. Are the Master Plan/Terminal Area Plan developed Planning Activity Levels (PALs) still appropriate for SUN given in the current airline flight schedules filed for 2025 and forecast enplanement and commercial aircraft projections?
- b. What years will the previously established PALs occur relative to the sponsor's forecast and the current TAF for SUN?
- c. How does the FAA Terminal Area Forecast (TAF) for operations and enplanements compare to the sponsor's forecast?

### **2.1 Collect and Evaluate Historical Aviation Activity Data**

In this task, the CONSULTANT will request IOAA data for the purposes of informing the identification of the existing critical aircraft from the ADO. The CONSULTANT will obtain and review the following:

- a. Historical TFMSC and OPSNET data
- b. Historical T100 data
- c. Historical airport records for monthly activity for enplanements, cargo tonnage, and aircraft operations
- d. Key demographic data from Woods & Poole, including historical and forecast population, gross regional product, per capita income, and employment numbers
- e. Airline schedule data for recent years (2015 – 2024), as well as the future filings for 2025.

Based on the above analysis, the CONSULTANT will prepare a foundational spreadsheet with the historical activity to enable forecasting in subsequent tasks.

## **2.2 Prepare Annual Activity Forecast**

In this task, the CONSULTANT will prepare annual forecasts for 2025 to 2045 for the following market segments:

- a. Passenger enplanements
- b. Air cargo tonnage
- c. Aircraft operations (passenger airline operations, cargo airline operations, general aviation operations)
- d. Based aircraft

The CONSULTANT will also prepare the following forecast components:

- a. Future fleet mix for the commercial operations, including the evaluation of the fleet mix and equipment types anticipated for each airline serving SUN.
- b. Forecasts of based aircraft by type.
- c. Forecasts of general aviation aircraft activity based on Aircraft Approach Category (AAC) and Airplane Design Group (ADG) for A/B-I, A/B-II, A/B-III, A/B-IV, C/D/E-I/II/III, and D-I/II/III.
- d. Forecasts of aircraft operations with wingspans greater than 100 feet (including winglets).

Aircraft Approach Category (AAC) and Airplane Design Group (ADG), designation will rely upon the analysis prepared by the FAA, which determined SUN as C-III.

The CONSULTANT will coordinate with SUN Airport Management and FAA to present preliminary forecast results in virtual Workshop 1 and prepare Workshop 1 notes with key takeaways and action items.

The CONSULTANT will also prepare a draft summary report of the forecasts and revise the draft summary report per comments from SUN Airport Management. Under the direction of SUN Airport Management, the CONSULTANT will submit the summary report to FAA for review along with a transfer spreadsheet of the forecast time series, including each segment's forecast results.

## **2.3 Design Day Flight Schedules – Forecast**

In this task, and upon approval of the forecasts by the FAA, the CONSULTANT will prepare design day flight schedules (DDFS) for up to four planning activity levels (PALs) and Gantt charts representing the average day in the peak month. The PALs will be determined upon

completion of the annual forecasts of enplanements. A brief PowerPoint presentation documenting the assumptions used to develop the future DDFS airline by airline will be prepared.

The CONSULTANT will coordinate with SUN Airport Management to review fleet mix and flight schedules in virtual Workshop 2 and prepare Workshop 2 notes with key takeaways and action items. The CONSULTANT will then revise the DDFS per comments to the design day flight schedules.

## **2.4 Forecasts Approval**

The forecasts will be compared with the FAA's TAF using the recommended FAA excel spreadsheets. The forecasts will be submitted to the FAA Helena Airports District Office for review and approval. Once reviewed by the FAA, these findings will be used as part of a chapter of the final report.

Should it be determined that preparation of a constrained annual activity forecast is required during the FAA approval process, a separate scope will be developed following consultation with SUN Airport Management and FAA.

### *Deliverables:*

- Summary foundational spreadsheet mentioned in Task 2.1
- Transfer spreadsheet mentioned in Task 2.2
- Summary report mentioned in Task 2.2
- Workshop 1 materials mentioned in Task 2.2
- Workshop 2 materials mentioned in Task 2.3
- Spreadsheet containing the DDFS for each PAL mentioned in Task 2.3
- Draft Forecast Chapter
- FAA forecast approval letter
- Study Committee Meeting
- FMAA Board presentation.

– Runway Capacity Analysis during periods of high Instrument Flight Rule (IFR) activity, the limitations on the airspace surrounding the airport restrict the capacity of Runway 13-31. These limitations include the proximity of close in terrain, the lack of surveillance, and the high number of opposite direction operations (ODO). This unique configuration does not allow for a standard runway capacity analysis. An assessment of the airspace and thus runway capacity requires review of both current air traffic control procedures and techniques being used by the Federal Contract Tower (FCT), which is a visual tower, at the

Friedman Memorial Airport and the Salt Lake City Air Route Traffic Control Center (ARTCC). This task will also include a review of potential recommendations to improve the airspace and runway capacity.

*Deliverables:*

- Summary of the existing runway capacity based on existing airspace constraints
- Report identifying constraints that exist as part of air traffic control procedural limitations.
- Summary of possible identified enhancements to improve runway capacity
- Report identifying any constraints identified that exist as part of air traffic control procedural limitations. This will include the combined interactions and communications between the FCT and the ARTCC

*Assumptions:*

- Due to the guiding effects of the runway location and alignment, no changes will occur to typical aircraft approach and departure tracks

## **Element 4. Updated Facility Requirements**

In this element, design standards recommended practices, and design considerations will be identified and evaluated for SUN relative to the existing and future critical aircraft identified in Element 2, in conjunction with the instrument approach procedures visibility minimums offered by the runway (i.e., both public and private special procedures). This combination of critical aircraft and the instrument approach capability of the runway will establish the appropriate Runway Design Code (RDC) for SUN. These criteria, and existing hot spots will then be benchmarked against the specified design standards, recommended practices, and design considerations outlined in *FAA AC 150/5300-13B, Airport Design*. Thus, the Airfield and Terminal Area facility requirements will be developed based on the updated aviation activity forecasts.

### **4.1 Design Standards, Recommended Practices, and Design Considerations Review/Evaluation**

Existing airfield dimensional criteria will be evaluated in reference to the updated RDC for SUN and presented in both a tabular and graphical format. Both existing and potential future conditions not meeting FAA design standards, recommended practices, and design

considerations, along with possible remedies for those conditions, including existing hot spots, will be noted in the chapter. The evaluation will be based on FAA Advisory Circular 150/5300-13B and other appropriate FAA Advisory Circulars as needed and will include, but not be limited to: runway safety areas, runway and taxiway object free areas, runway protection zones, runway to taxiway/apron separation, runway length/declared distances, runway width, airfield layout/configuration, instrument approach capabilities, and navigational aids/lighting, among others in accordance with appropriate design standards.

#### **4.2 Updated Facility Requirements – Airfield Facilities**

Utilizing current FAA design standards criteria, the CONSULTANT will review the overall facility needs based on projected future activity and the Airport's role in the local, regional and national aviation and economic system. Airside facilities to be analyzed include:

- Runways
- Taxiways and taxiway system
- General Aviation and De-icing Aprons
- Operations space

#### **4.3 Updated Facility Requirements – Terminal Area Facilities**

This task includes a review and update to the Terminal Area facilities identified in the 2022 Terminal Area Plan, focusing on number of gates and parking positions, total terminal square footage, and vehicle parking requirements. The updated facility requirements will be based on four passenger activity levels that are tied to the updated 20-year forecast levels. The CONSULTANT will prepare airline design day flight schedules (DDFS) for the four planning activity levels and GANTT charts representing the average day of the peak month. These DDFS will identify the future peak hour which will be the basis of the revised terminal area facility requirements. The facility analysis will be broken down into the following functional areas and provide a summary of current space vs. needed space for each of the following:

- Concourse;
- Gates, parking positions, and commercial apron space;
- Security screening checkpoint (SSCP);
- Terminal public spaces;
- Terminal non-public screening and conveyors; and



- Building structure, utilities, and chases.

*Deliverables:*

- Draft Facility Requirements Chapter

*Assumptions:*

- One round of CLIENT comments will be addressed.
- One round of FAA Comments will be addressed.

## **Element 5. Updated Alternatives Analysis**

### **5.1 Update and Review Alternatives for FAA Design Standards**

Alternatives to comply with the AAC C and ADG III aircraft standards at the existing airport site including airport relocation have been studied in the 2004 Master Plan and the 2013 Airport Alternatives Technical Analysis. Both documents will be reviewed using the information from Element 4 to determine which, if any, of the alternatives need to be modified to reflect updates to FAA airport design standards since the alternatives were last studied. In addition, airfield improvements that included a series of projects to comply with Runway Safety Area (RSA) standards and land acquisition have been completed since the previous planning efforts were conducted, including significant off-airport development expansion in the vicinity of the Airport. Each of the fully meeting standards alternatives that were previously analyzed in the 2013 Technical Analysis will be updated to reflect current FAA standards and both the airfield and the surrounding community since the last update to these alternatives. Facilities that do not meet FAA recommended practices and design considerations will be noted for each alternative. Rough order of magnitude (ROM) cost estimates will be prepared for each of these alternatives. Any loss of commercial apron, general aviation apron and/or aircraft hangar storage resulting from each alternative will be noted and consideration given to alternative locations for expanded apron and hangar space.

### **5.2 Update and Review Incremental Standards Airfield Alternatives**

The 2013 Airport Technical Analysis included four alternatives to meet full compliance with AAC C and ADG III design standards at that time, as well as three alternatives to partially comply with these standards, but also required Modifications of Standards (MOS). Using the information from Element 4, the airfield will be reevaluated to determine where incremental improvements may be possible to achieve additional partial compliance with

FAA design standards in combination with updated MOSs. The sponsor process for applying for MOSs will be outlined in accordance with FAA Order 5300.1G; however, this task does not include submission of MOSs. ROM cost estimates will be prepared for those alternatives deemed feasible by the Airport. Any loss of commercial apron, general aviation apron and/or aircraft hangar storage resulting from each alternative will be noted and consideration given to alternative locations for expanded apron and hangar space.

### **5.3 Update Terminal Area Plan Alternative (with SRE Building)**

The 2022 Terminal Area Plan identified the current preferred alternative for the terminal area. The CONSULTANT will update this alternative as needed to reflect updated facility requirements identified in Element 4, the preferred airfield alternative, and the current proposed location for the SRE building. The CONSULTANT will also develop and analyze one additional terminal area alternative. Both alternatives will be reviewed and compared against a set of planning considerations and screening criteria. An updated ROM cost estimate will be prepared for both alternatives and a recommended alternative will be presented. The ROM cost estimate will be based on industry trends in construction costs and generated from a cost per square foot for new construction and renovation.

#### *Deliverables:*

- Draft Alternatives Analysis Chapter
- Study Committee Meeting
- FMAA Board Presentation

#### *Assumptions:*

- Up to one round of CLIENT comments will be addressed.
- Up to one round of FAA comments will be addressed.

## **Element 6. Documentation**

### **6.1 Draft and Final Narrative Reports**

The Narrative Report will summarize the planning process and document the findings of the elements outlined in this Scope of Services. This report will be written so that it can be easily understood by the public. The format of the report will be based on the individual sections or chapters developed in the individual technical elements of this project. This report is anticipated at no more than 50 pages and anticipated sections/chapters of the Narrative Report include:

- Executive Summary
- Inventory
- Forecasts of Aviation Activity
- Airspace Capacity Analysis
- Facility Requirements
- Alternatives Analysis
- Appendices as needed

*Deliverables:*

- Draft Narrative Report
- Final Narrative Report

*Assumptions:*

- Up to one round of CLIENT comments will be addressed in the Draft Narrative Report.
- Up to one round of FAA comments will be addressed in the Draft Narrative Report.
- Only electronic copies will be provided.

## **Element 7. Outreach and Communications**

### **7.1 Study Committee Meetings**

The CONSULTANT will work with Airport Management to assemble a Study Committee to provide input at key milestones throughout the Study. Up to three (3) Study Committee meetings will be held at the Airport and occur prior to FMAA Board meetings on the same trips. The purpose of these meetings will be to review the study findings with Airport Management and the Airport’s designated stakeholders. Anticipated attendees by CONSULTANT Team are:

1. Project Manager (Mead & Hunt)
2. Deputy Project Manager (Mead & Hunt)
3. Project Engineer (Ardurra)

### **7.2 Outreach Support for Website**

The CONSULTANT will prepare and provide materials for a project website to be hosted by the Airport. Materials will include information about the Study goals, project schedule,

working papers and associated graphics, and contact information. A list of continuous updated terms and definitions as well as frequently asked questions will be included. The project website will also provide an opportunity for the public to submit online comments for consideration by Airport Management and the CONSULTANT Team.

*Deliverables:*

- Up to three (3) on-site Study Committee meetings with presentation materials.
- Materials for website.

*Assumptions:*

- If Study Committee meetings cannot be scheduled during the same trip as FMAA Board meetings, they may be held virtually.
- Up to six (6) updates will be made to website content.

## **Element 8. Project Management, Coordination and Communications**

### **8.1 Project Management**

The CONSULTANT will work with Airport Management, the FMAA, and interested parties to develop a plan that reflects airport development needs, as well as the character of the community. To ensure consistency throughout the project in terms of written and graphic communication, the CONSULTANT will be responsible, through regular in-house meetings and communications, for quality control, final word processing, proof-reading, editing, final graphics, presentation graphics, and production of all documents, including working papers, technical memorandums, draft reports, final reports, summary brochures, and other deliverables included in the scope.

### **8.2 Sponsor Coordination and Meetings**

Regular meetings and discussions will be held between the CONSULTANT, Airport Management, and FAA. It is envisioned that the meetings will be held during development of the study via regular telephone discussions as required. The purpose of the meetings will be to report on progress made on the study since the prior meeting, receive input, report on important phases or sub-phases that have been completed, identify challenges encountered for the purpose of resolution, evaluate and select alternatives presented, and generally afford an opportunity to review the work and findings at various stages of

completion. This scope includes up to 24 telephone status briefings (anticipated to occur bi-weekly) to be attended by up to three (3) CONSULTANT staff.

*Deliverables:*

- Up to 24, virtual sponsor coordination meetings