

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

**PLEASE TAKE NOTICE** that a regular meeting of the Friedman Memorial Airport Authority shall be held Tuesday, January 6, 2026 at 5:30 p.m. at the Old Blaine County Courthouse Meeting Room Hailey, Idaho.

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

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

<https://www.microsoft.com/en-us/microsoft-teams/join-a-meeting>

*Meeting ID: 241 310 773 002*

*Meeting Passcode: TSKRDD*

*You can also dial in using your phone.*

*United States: 1 (208) 996-1013*

*Dial In Conference ID: 436 433 38#*

*The proposed Agenda for the meeting is as follows:*

**AGENDA  
January 6, 2026**

- I. APPROVE AGENDA – ACTION ITEM**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. EXECUTIVE SESSION – I.C. §74-206** (1),(f) To communicate with legal counsel to discuss legal ramifications for controversy imminently likely to be litigated.
- IV. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
  - A. December 2, 2025, Regular Meeting – Motion to Approve – **Attachment #1 ACTION ITEM**
- V. REPORTS**
  - A. Chair Report
  - B. Blaine County Report
  - C. City of Hailey Report
  - D. Fly Sun Valley Alliance Report
  - E. Staff Team Report
- VI. AIRPORT STAFF BRIEF (5 Minutes Allotted)**
  - A. Noise Complaints in December – **Attachment #2**
  - B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data for November – **Attachment #3 – #5**
  - C. Review Correspondence
- VII. ACTION ITEMS (a vote may occur but is not required to be taken)**
  - A. NEW BUSINESS
    - 1. Annual Audit of Acceptance of FMAA Financial Statements and Other Financial Information – Year Ended September 30, 2025 – Consideration of Acceptance – **Attachment #6 – #7 ACTION ITEM**
      - i. FMAA Treasurer's Report
    - 2. Ardurra Task Order 26-02 – Consideration of Approval – **Attachment #8 - #9 ACTION ITEM**
    - 3. Ardurra Task Order 26-03 – Consideration of Approval – **Attachment #10 ACTION ITEM**
    - 4. Surplus Property Disposal – Consideration of Approval – **Attachment #11 ACTION ITEM**
    - 5. Airport Rates and Charges: Credentialing/Badging – Consideration of Approval
  - B. CONTINUING BUSINESS
    - 1. None
- VIII. UPDATES AND DISCUSSION**
  - A. NEW BUSINESS
    - 1. Spring Airport Closure – **Attachment #12**
  - B. CONTINUING BUSINESS
    - 1. Miscellaneous
      - i. New Website Request for Proposals (RFP) – Discussion – **Attachment #13**
    - 2. Construction and Capital Projects
      - i. GA Pilot Lounge – Update
      - ii. ATC Tower – Update
    - 3. Airport Planning Projects
      - i. None
- IX. PUBLIC COMMENT**
- X. ADJOURNMENT**

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- III. **EXECUTIVE SESSION – I.C. §74-206** (1),(f) To communicate with legal counsel to discuss legal ramifications for controversy imminently likely to be litigated.

IV. **FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**

December 2, 2025, Regular Meeting – Motion to Approve – **Attachment #1 ACTION ITEM**

V. **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.

VI. **AIRPORT STAFF BRIEF**

A. Noise Complaints in December – **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 for November.

**Attachment #5** is Enplanements, Deplanements and Seat Occupancy data for November.

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

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November 2025		
<b>Total Non-Federal Revenue</b>	<b>November, 2025</b>	<b>\$394,194</b>
<b>Total Non-Federal Revenue</b>	<b>November, 2024</b>	<b>\$320,330</b>
<b>Total Non-Federal Revenue</b>	<b>FY '26 thru November</b>	<b>\$1,119,263</b>
<b>Total Non-Federal Revenue</b>	<b>FY '25 thru November</b>	<b>\$1,108,647</b>
<b>Total Non-Federal Expenses</b>	<b>November, 2025</b>	<b>\$349,934</b>
<b>Total Non-Federal Expenses</b>	<b>November, 2024</b>	<b>\$461,153</b>
<b>Total Non-Federal Expenses</b>	<b>FY '26 thru November</b>	<b>\$815,044</b>
<b>Total Non-Federal Expenses</b>	<b>FY '25 thru November</b>	<b>\$982,994</b>
<b>Net Income excluding Federal Programs</b>	<b>FY '26 thru November</b>	<b>\$304,219</b>
<b>Net Income excluding Federal Programs</b>	<b>FY '25 thru November</b>	<b>\$125,653</b>
<b>Net Income to include Federal Programs</b>	<b>FY '26 thru November</b>	<b>\$-1,635,711</b>
<b>Net Income to include Federal Programs</b>	<b>FY '25 thru November</b>	<b>\$-782,867</b>

- A. Review Correspondence
  - 1. None.

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

- A. NEW BUSINESS
  - 1. Annual Audit of Acceptance of FMAA Financial Statements and Other Financial Information
    - Year Ended September 30, 2025 – Consideration of Acceptance – **Attachment #6 – #7**

Rexroat, Harberd, & Associates prepared the financial statements and Sorren completed the audits. Ms. Laurie Harberd from Rexroat, Harberd, & Associates and Mr. Morgan Browning from Sorren will attend the meeting (virtually) to present the financial statements and results of the Fiscal Year 2025 Financial Audit as well as PFC Program Financial Report and will be available to answer any questions the Board may have.

**ACTION REQUESTED:** Motion to approve Draft Financial Statements and direct Staff/Auditor to finalize for distribution to appropriate government agencies.

- a. Presentation by FMAA Treasurer Ron Fairfax to follow.

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### 2. Ardurra Task Order 26-02 – Runway 13/31 and Taxiway Pavement Maintenance – Consideration of Approval – **Attachment #8 - #9 ACTION ITEM**

This project includes the design, bidding, and construction administration of Runway 13/31 and Taxiway Bravo pavement maintenance. The runway will be crack sealed, seal coated and remarked; including the paved shoulders and blast pads. Taxiway B and all connecting taxiways, including taxiway pavement up to the movement area markings, will be crack sealed, seal coated, and remarked. Project work is scheduled to be completed between January 2026 and September 2026 with the primary runway and taxiway maintenance construction occurring from May 26 to May 28.

Ardurra Task Order 26-02, attached as ATTACHMENT #8, is for \$260,862.15. This task order includes design, bidding, and construction administration services. Per FAA requirements, an Independent Fee Estimate (IFE) was completed to assist with fee negotiations between the airport and Ardurra. The IFE was completed by Aeris and came in at the amount of \$242,985.00.

Based on a comparison of the Ardurra fee vs. the IFE, staff is recommending approval of the Ardurra fee in the amount of \$260,862.15. This project is accounted for in the FY '26 budget and is eligible for reimbursement with FAA AIP funds at 95%.

**ACTION REQUESTED:** Motion to approve Ardurra Task Order 26-02 in the amount of \$260,862.15.

### 3. Ardurra Task Order 26-03 – Terminal Planning Study – Consideration of Approval – **Attachment #10 ACTION ITEM**

As discussed in prior Board meetings, this project is being undertaken to identify potential improvements and operational efficiencies within the existing footprint of the current terminal. The Task Order includes project management, civil design, and terminal planning services associated with a Terminal Planning Study focused on the ticketing lobby, baggage screening areas, and the passenger security checkpoint. The study is anticipated to begin in January 2026 and conclude in July 2026.

Ardurra Task Order 26-03, included as Attachment #10, is in the amount of \$194,677.31. The scope includes project management and coordination, study development, and study finalization. As previously discussed with the Board, this project will be funded entirely through an Idaho Transportation Department Division of Aeronautics grant. The task order is not included in the FY 2026 budget and will be fully funded by the ITD grant, with no local match required.

**ACTION REQUESTED:** Motion to approved Ardurra Task Order 26-03 in the amount of \$194,677.31.

### 4. Surplus Property Disposal – Consideration of Approval – **Attachment #11 ACTION ITEM**

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Airport staff have identified five items for surplus disposal. These items are no longer needed for airport operations and/or maintenance. A list of the identified items is attached as Attachment #11 and includes items previously presented to the Board for replacement and subsequent disposal.

Staff are requesting Board review of the attached list and formal declaration of the items as surplus property.

None of the items on this list were procured using FAA AIP funds and, therefore, may be disposed of through the standard state surplus property disposal process using a sealed bid. Upon declaration as surplus, staff will proceed with disposal of the items via a sealed bid process. Staff will coordinate with legal counsel to ensure the disposal process complies with all applicable local, state, and federal surplus property requirements.

**ACTION REQUESTED:** Motion to approve the property list to declare items on the list as surplus property and approve the sealed bid process for disposal.

### 5. Airport Rates and Charges: Credentialing/Badging – Consideration of Approval

The airport's badging fees vary by badge type and are currently spread across multiple charges. These include initial setup fees, background check fees, annual maintenance fees billed at different times, and separate renewal fees every two years. This structure is complex and laborious for both airport staff and airport users to keep up with.

In addition to these inefficiencies, several credentialing fees have not been updated since 2014, while the airport's actual costs have increased over time. These increased costs include software licensing, badge and supply materials, and operational security expenses.

This action item proposes simplifying the badging office's fee structure by consolidating charges into a single, all-inclusive two-year fee for each badge type. The proposed rates include modest adjustments to better align fees with current costs and eliminate the need for annual billing. The total cost change to the end-user will be just \$6 per two-year period.

#### **SIDA Badges**

Current Fees (over a two-year period)

- First two-year SIDA badge: \$230
- Two-year SIDA renewal: \$170
- Includes a separate \$60 annual fee billed each October

#### Proposed Fee

- Two-year SIDA badge (all-inclusive): \$236
- No annual billing

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### AOA Badges

Current Fees (over a two-year period)

- First two-year AOA badge: \$120
- Two-year AOA renewal: \$90
- Includes a separate annual fee billed each October

Proposed Fee

- Two-year AOA badge (all-inclusive): \$126
- No annual billing

**ACTION REQUESTED:** Motion to approve the proposed Rates and Charges schedule for credentialing/badging.

### B. CONTINUING BUSINESS

1. None.

## VIII. UPDATES AND DISCUSSION

### A. NEW BUSINESS

1. Spring Airport Closure – Discussion – **Attachment #12**

The airport will temporarily close to all fixed wing aircraft operations from 9AM on Tuesday, May 26<sup>th</sup> to 8PM on Thursday, May 28<sup>th</sup> to complete routine preventative pavement maintenance and airfield upkeep. Planned work includes crack sealing, fog sealing, pavement grooming, and restriping of airfield surface markings.

Staff worked closely with local stakeholders and community representatives to minimize the impact of the closure. A press release was sent in mid-December and staff will continue to utilize social media feeds to keep the community apprised of the pending closure.

Of note, the airport will remain open for air ambulance helicopters and other helicopter-based life-safety operations such as wildfire operations, if necessary.

### B. CONTINUING BUSINESS

1. Miscellaneous

- i. New Website Request for Proposals (RFP) – Discussion – **Attachment #13**

Staff believe the Airport's current website has opportunities for improvement and would benefit from an update and reorganization to improve usability, accessibility, and overall functionality for the traveling public and airport stakeholders. The proposed approach is to issue a Request for Proposals (RFP), with priority consideration given to local web developers. Staff are requesting Board support to develop and issue an RFP. Following the RFP process, and depending on the fee estimates received, staff will return to the Board with a recommendation and

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request authorization to enter into a contract with a selected web designer.

### 2. Construction and Capital Projects

- i. GA Pilot Lounge – Update

Construction continues on the new GA Pilot Lounge despite cold weather. The foundation has been poured, and vertical construction of the facility is expected to commence this month. The project remains on schedule for late spring/early summer opening.

#### ii. ATC Tower – Update

The draft Environmental Assessment (EA) for demolition of the existing Air Traffic Control Tower and construction of a new tower has completed final legal review with the FAA District Office, FAA Regional Office, and FAA Headquarters. On December 23, the draft EA was cleared for publication and public review.

Airport staff will publish the draft EA on the “Plans and Studies” section of the Airport’s website and will also publish a Notice of Availability (NOA) in the local newspaper’s legal notice section. Following publication of the NOA, the draft EA will be available for public comment for a 30-day period.

Separately, and in accordance with FAA requirements for federally funded projects, Airport staff have initiated the Independent Fee Estimate (IFE) and negotiation process with Woolpert. That process is ongoing. Staff anticipate bringing a negotiated and fully vetted fee proposal to the Board for consideration and approval at the February meeting. Right now, Airport Staff and engineers continue to aim for a Spring 2027 ground breaking.

### 3. Airport Planning Projects

- i. The Infrastructure and Optimization Study (Master Plan Update) remains at a standstill as the Airport Authority continues to await approval, comments, or feedback from the FAA on the Aviation Activity Forecasts. While the FAA typically returns comments within 45 days, more than 100 days have elapsed since the forecasts were submitted as of the date of this meeting. Airport staff continue to work collaboratively with FAA officials to keep the project moving forward.

## IX. PUBLIC COMMENT

## X. ADJOURNMENT

**MINUTES OF A REGULAR MEETING  
OF THE  
FRIEDMAN MEMORIAL AIRPORT AUTHORITY  
December 2, 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, Lindsay Mollineaux and Treasurer – Ron Fairfax

**FRIEDMAN MEMORIAL AIRPORT STAFF:**

Airport Director – Tim Burke, Deputy Director, Finance & Administration – Brian Blackburn, Deputy Director, Operations and Maintenance – Alex Ever,am, Business Operations Coordinator – Eliana Wolper, Administrative Coordinator II – Janice Hicks.

**CONSULTANTS:**

Nathan Culvala - Ardurra

**AIRPORT LEGAL COUNSEL:**

Jim Laski – Lawson Laski Clark PLLC

**CALL TO ORDER:** The meeting was called to order at 5:32 p.m. by Board Chair Burke

**I. APPROVE AGENDA**

A motion to approve the agenda as presented.

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

**MOTION PASSED UNANIMOUSLY**  
**4:10**

**II. PUBLIC COMMENT**

None.

**4:40**

**III. APPROVE FMAA MEETING MINUTES**

A. November 4, 2025, Regular Meeting – Motion to Approve – **Attachment #1 ACTION ITEM**

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

**MOTION PASSED UNANIMOUSLY**  
**5:04**

#### **IV. REPORTS**

##### **A. Chair Report**

Board Chair Burke expressed that she is grateful to live here and grateful for to be on the Board.

##### **B. Blaine County Report**

No report given.

##### **C. City of Hailey Report**

Board Member Stone welcomed the new Hailey City Counsel Member Sage Sauerbrey.

##### **D. Fly Sun Valley Report**

No report given.

##### **E. Airport Team Reports (see Power Point Presentation)**

Deputy Director of Finance and Administration, Brian Blackburn, reported that the fiscal year audit is underway and would be reported to the Board in January.

Deputy Director of Operations and Maintenance, Alex Everman, reported that there will be 6 aircraft remaining overnight and that staff is considering gate management software to handle the logistics.

Airport Director Burke reported that the 6 aircraft remaining overnight is like a game of tetris with moving aircraft around. The software will help with gate planning and coordination. He wished Vice Chair Davis and Board Member Mollineux happy belated birthdays. Airport Director Burke announced that Brian Blackburn has earned his Certified Member certificate from the American Association of Airport Executives. The local TSA sent a thank you card for the efforts by the board and staff to support their team during the government shutdown.

Airport Director Burke reported no major updates on the GA Pilot Lounge or the Master Plan Update. The environmental assessment for the replacement air traffic control tower is in the final stages with the FAA prior to the draft going out for public comment. Staff is still waiting for the fee estimate for design services in order to complete an Independent Fee Estimate, as required by the FAA. There is upcoming pavement maintenance that will require a two or three day closure of the airport in late May or early June of 2026.

The Board discussed the six aircraft remaining overnight, consolidating other maintenance tasks during the closure, noise complaints related to helicopter air ambulance operations, and outreach ahead of the busy travel season.

**23:55**

#### **V. AIRPORT STAFF BRIEF**

- A. Noise Complaints in November were documented in the Board Packet (See Attachment #2).**
- B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data (See Attachment #3-#5)**
- C. Review Correspondence**
  - 1. None.**

## **VI. ACTION ITEMS**

### **A. NEW BUSINESS**

1. None.

### **B. CONTINUING BUSINESS**

1. None.

## **VII. UPDATES AND DISCUSSION**

### **A. NEW BUSINESS**

1. None.

### **B. CONTINUING BUSINESS**

#### **1. Miscellaneous**

##### **i. Rental Automobile Concessionaire (RAC) Agreements – Update**

Staff met with all of the rental car companies to discuss upcoming agreement negotiations. Additionally, Staff will be going ahead with hiring Liebowitz and Horton to consult during the new rental car agreement request for bids process. Staff will continue working with rental car stakeholders throughout the process.

##### **ii. American Airlines Service – Update**

Inaugural service from Chicago and Phoenix by American Airlines will begin on December 18<sup>th</sup>. There will be a small welcoming event and ribbon cutting for the inaugural flight.

**28:14**

The Board discussed with Alex Everman how his tenure with the airport is going so far, the new parking lot system, issues with the LPR system, and the change to Vector for overnight aircraft parking.

**38:13**

#### **2. Construction and Capital Projects**

##### **i. None**

#### **3. Airport Planning Projects**

##### **i. None**

## **VIII. PUBLIC COMMENT**

None.

**30:00**

## **IX. ADJOURNMENT (6:10pm)**

December 2, 2025, Regular Meeting of the Friedman Memorial Airport Authority was adjourned at 6:10p.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.*

# Friedman Memorial Airport Noise Inquiry Form

**Date Received:** 11-Dec-2025 12:44 MST

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

## Contact Information:

- **Name:** Laura Hubbard
- **Phone Number for call back:** On File **Email:** On File
- **Address:** [530 E McKercher Blvd, Hailey, Idaho, 83333](http://530 E McKercher Blvd, Hailey, Idaho, 83333)
- **Do you wish to be contacted by the Airport?** Yes

## Noise Incident Information

- **Time of incident:** 2025-Dec-11 12:39
- **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, Frequency of Flights
- **Comments:** I cannot change the time of my complaint however the number of low flying helicopters over our house is horrible. At least twice a day. Can they not fly higher and or further east? I understand it is life flight but multiple times every day and loud is awful. It interferes with conversations. It scares the dog and interrupts our activities. And after sun down the light is awful, too.  
Laura Hubbard
- **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:

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**Outcome/Resolution (Airport response)**

Hi Laura,

Thanks for reaching out to the Friedman Memorial Airport through our Noise Comment form.

You're correct that the helicopter traffic over the Wood River Valley is tied to air ambulance operations. We now have two such services in the area: Air St. Luke's based at the hospital in Ketchum, and Life Flight Network based here at SUN.

Because these helicopters respond to life-safety emergencies across southern Idaho, their routes can vary and are based on what's most efficient and expedient for the mission at hand.

In the interest of being straightforward, I should note that the FAA - and the FAA alone - has absolute pre-emptive jurisdiction airspace management, flight procedures, permitted aircraft noise levels, and flight altitudes. FAA regulations allow helicopters to operate legally at all altitudes in all 50 states. As a federally obligated public-use airport, we must remain open 24/7 and cannot impose quiet hours, minimum altitudes, specific departure or arrival paths, spacing requirements, or other operational restrictions. We also cannot limit access to any type of aircraft regardless of the type of operation or time of day.

Given the urgency of air ambulance missions, it would not be appropriate for the Airport Authority to request that they alter their routes, nor do we have the legal authority to mandate those changes.

I hope this helps provide some clarity and perspective.

Wishing you a good rest of your day,

Tim Burke  
Airport Director

## Friedman Memorial Airport

10:29 AM

## Profit &amp; Loss Budget vs. Actual (COMBINED '26)

12/24/2025

Accrual Basis

	Oct - Nov 25	Budget	\$ Over Budget	% of Budget
<b>Ordinary Income/Expense</b>				
<b>Income</b>				
<b>4000-00 · AIRCARRIER</b>				
4000-01 · Aircarrier - Lease Space	105,194.54	530,000.00	-424,805.46	19.85%
4000-02 · Aircarrier - Landing Fees	41,582.40	300,000.00	-258,417.60	13.86%
4000-03 · Aircarrier - Gate Fees	0.00	0.00	0.00	0.0%
4000-04 · Aircarrier - Utility Fees	60.00	360.00	-300.00	16.67%
4010-07 · Aircarrier - '14 PFC App	0.00	0.00	0.00	0.0%
4010-08 · Aircarrier - '25 PFC App	43,170.79	514,000.00	-470,829.21	8.4%
<b>Total 4000-00 · AIRCARRIER</b>	190,007.73	1,344,360.00	-1,154,352.27	14.13%
<b>4020-00 · TERMINAL AUTO PARKING REVENUE</b>				
4020-01 · Automobile Parking - Terminal	159,507.25	900,000.00	-740,492.75	17.72%
4020-02 · Automobile Parking - Passes	0.00	600.00	-600.00	0.0%
<b>Total 4020-00 · TERMINAL AUTO PARKING REVENUE</b>	159,507.25	900,600.00	-741,092.75	17.71%
<b>4030-00 · AUTO RENTAL REVENUE</b>				
4030-01 · Automobile Rental - Commission	60,124.20	800,000.00	-739,875.80	7.52%
4030-02 · Automobile Rental - Lease Space	6,027.84	35,000.00	-28,972.16	17.22%
4030-03 · Automobile Rental - Auto Prkng	13,311.56	75,000.00	-61,688.44	17.75%
4030-04 · Automobile Rental - Utilities	0.00	2,500.00	-2,500.00	0.0%
4030-00 · AUTO RENTAL REVENUE - Other	0.00	0.00	0.00	0.0%
<b>Total 4030-00 · AUTO RENTAL REVENUE</b>	79,463.60	912,500.00	-833,036.40	8.71%
<b>4040-00 · TERMINAL CONCESSION REVENUE</b>				
4040-01 · Terminal Shops - Commission	6,353.09	47,000.00	-40,646.91	13.52%
4040-03 · Terminal Shops - Utility Fees	0.00	2,500.00	-2,500.00	0.0%
4040-04 · Pay Phones - Commission	0.00	60,000.00	-60,000.00	0.0%
4040-10 · Advertising - Commission	15,398.75	6,000.00	9,398.75	256.65%
4040-11 · Vending Machines - Commission	190.15	0.00	190.15	100.0%
4040-12 · Terminal ATM	100.00	600.00	-500.00	16.67%
<b>Total 4040-00 · TERMINAL CONCESSION REVENUE</b>	22,041.99	116,100.00	-94,058.01	18.99%
<b>4050-00 · FBO REVENUE</b>				
4050-01 · FBO - Lease Space	50,871.24	198,000.00	-147,128.76	25.69%
4050-02 · FBO - Overnight Parking Fees	0.00	0.00	0.00	0.0%
4050-03 · FBO - Landing Fees - Trans.	137.50			
4050-04 · FBO - Commission	8,782.82	55,000.00	-46,217.18	15.97%
4050-07 · FBO - Miscellaneous	0.00	0.00	0.00	0.0%
<b>Total 4050-00 · FBO REVENUE</b>	59,791.56	253,000.00	-193,208.44	23.63%
<b>4060-00 · FUEL FLOWAGE REVENUE</b>				
4060-01 · Fuel Flowage - FBO	50,142.30	500,000.00	-449,857.70	10.03%
<b>Total 4060-00 · FUEL FLOWAGE REVENUE</b>	50,142.30	500,000.00	-449,857.70	10.03%
<b>4070-00 · TRANSIENT REVENUE</b>				
4070-01 · Parking Fees - Non-Comm./Gov't	63,220.00	410,000.00	-346,780.00	15.42%
4070-02 · Landing Fees - Non-Comm./Gov't	65,956.45	600,000.00	-534,043.55	10.99%
<b>Total 4070-00 · TRANSIENT REVENUE</b>	129,176.45	1,010,000.00	-880,823.55	12.79%
<b>4080-00 · HANGAR REVENUE</b>				
4080-01 · Land Lease - Hangar	189,520.78	774,000.00	-584,479.22	24.49%
4080-02 · Land Lease - Hangar/Trans. Fee	36,762.50	50,000.00	-13,237.50	73.53%
4080-03 · Hangar/Utilities (E8,11,24)	0.00	500.00	-500.00	0.0%
4080-05 · Land Lease - FMA Hangar Rentals	12,824.50	50,000.00	-37,175.50	25.65%
<b>Total 4080-00 · HANGAR REVENUE</b>	239,107.78	874,500.00	-635,392.22	27.34%

	Oct - Nov 25	Budget	\$ Over Budget	% of Budget
<b>4090-00 · TIEDOWN PERMIT FEES REVENUE</b>				
4090-01 · Tiedown Permit Fees (FMA)	755.00	36,000.00	-35,245.00	2.1%
<b>Total 4090-00 · TIEDOWN PERMIT FEES REVENUE</b>	755.00	36,000.00	-35,245.00	2.1%
<b>4100-00 · CARGO CARRIERS REVENUE</b>				
4100-01 · Cargo Carriers - Landing Fees	0.00	0.00	0.00	0.0%
4100-02 · Cargo Carriers - Tiedown	0.00	0.00	0.00	0.0%
4100-00 · CARGO CARRIERS REVENUE - Other	0.00	0.00	0.00	0.0%
<b>Total 4100-00 · CARGO CARRIERS REVENUE</b>	0.00	0.00	0.00	0.0%
<b>4110-00 · MISCELLANEOUS REVENUE</b>				
4110-01 · Misc. Revenue	0.00	2,000.00	-2,000.00	0.0%
4110-05 · Misc. Incident/Accident	0.00	0.00	0.00	0.0%
4110-09 · Miscellaneous Expense Reimburse	0.00	0.00	0.00	0.0%
4900-00 · GAIN/LOSS ON EQUIP. DISP.	0.00	0.00	0.00	0.0%
<b>Total 4110-00 · MISCELLANEOUS REVENUE</b>	0.00	2,000.00	-2,000.00	0.0%
<b>4120-00 · GROUND TRANSP. PERMIT REVENUE</b>				
4120-01 · Ground Transportation Permit	1,000.00	24,000.00	-23,000.00	4.17%
4120-02 · GTSP - Trip Fee	1,000.00	5,000.00	-4,000.00	20.0%
4120-00 · GROUND TRANSP. PERMIT REVENUE - Other	0.00	0.00	0.00	0.0%
<b>Total 4120-00 · GROUND TRANSP. PERMIT REVENUE</b>	2,000.00	29,000.00	-27,000.00	6.9%
<b>4400-00 · TSA/SECURITY</b>				
4400-02 · Terminal Lease	7,070.84	30,000.00	-22,929.16	23.57%
4400-03 · Security Prox. Cards	25,310.00	40,000.00	-14,690.00	63.28%
4400-00 · TSA/SECURITY - Other	0.00	0.00	0.00	0.0%
<b>Total 4400-00 · TSA/SECURITY</b>	32,380.84	70,000.00	-37,619.16	46.26%
<b>4450-00 · RANCH REVENUE</b>				
4450-01 · Ranch House Rent	3,200.00	7,200.00	-4,000.00	44.44%
4450-02 · Ranch Lease	9,000.00	54,000.00	-45,000.00	16.67%
<b>Total 4450-00 · RANCH REVENUE</b>	12,200.00	61,200.00	-49,000.00	19.94%
<b>4500-00 · IDAHO STATE GRANT PROGRAM REV.</b>				
4500-24 · SUN-24	0.00	0.00	0.00	0.0%
4500-26 · IDOT F208SUN	0.00	15,000.00	-15,000.00	0.0%
<b>Total 4500-00 · IDAHO STATE GRANT PROGRAM REV.</b>	0.00	15,000.00	-15,000.00	0.0%
<b>4520-00 · INTEREST REVENUE</b>				
4520-01 · Interest Revenue - General	140,226.04	600,000.00	-459,773.96	23.37%
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	2,511.20	0.00	2,511.20	100.0%
4520-13 · Interest Revenue - '25 PFC	88.51	0.00	88.51	100.0%
<b>Total 4520-00 · INTEREST REVENUE</b>	142,825.75	600,000.00	-457,174.25	23.8%
<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	0.00	0.00	0.00	0.0%
<b>Total 4600-00 · Relief Grants Oper.</b>	0.00	0.00	0.00	0.0%
<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>	0.00	0.00	0.00	0.0%
<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>	0.00	0.00	0.00	0.0%
<b>4753-00 · AIP '53 - Rehabilitate Runway</b>				
4753-01 · AIP '53 - Rehabilitate Runway	0.00	0.00	0.00	0.0%
<b>Total 4753-00 · AIP '53 - Rehabilitate Runway</b>	0.00	0.00	0.00	0.0%

	Oct - Nov 25	Budget	\$ Over Budget	% of Budget
4756-00 · AIP '56 - Rehab Runway Phase 2				
4756-01 · AIP '56 - Rehab Runway Phase 2	0.00	0.00	0.00	0.0%
Total 4756-00 · AIP '56 - Rehab Runway Phase 2	0.00	0.00	0.00	0.0%
4758-00 · AIP '58 - Rehab Runway Phase 3				
4758-01 · AIP '58 - Rehab Runway Phase 3	0.00	0.00	0.00	0.0%
Total 4758-00 · AIP '58 - Rehab Runway Phase 3	0.00	0.00	0.00	0.0%
4759-00 · AIP '59 - Acquire Land for Appr				
4759-01 · AIP '59 - Acquire Land for Appr	0.00	0.00	0.00	0.0%
Total 4759-00 · AIP '59 - Acquire Land for Appr	0.00	0.00	0.00	0.0%
4760-00 · AIP '60 - CARES Dev. Addendum				
4760-01 · AIP '60 - CARES Dev. Addendum	0.00	0.00	0.00	0.0%
Total 4760-00 · AIP '60 - CARES Dev. Addendum	0.00	0.00	0.00	0.0%
4761-00 · AIP '61 - Airfield Pavement Etc				
4761-01 · AIP '61 - Airfield Pavement Etc	-436,930.46	700,000.00	-1,136,930.46	-62.42%
Total 4761-00 · AIP '61 - Airfield Pavement Etc	-436,930.46	700,000.00	-1,136,930.46	-62.42%
4762-00 · AIP '62 - Airfield AGIS				
4762-01 · AIP '62 Airfield AGIS	-16,419.86	600,000.00	-616,419.86	-2.74%
Total 4762-00 · AIP '62 - Airfield AGIS	-16,419.86	600,000.00	-616,419.86	-2.74%
4763-00 · AIP '63 - Infrastructure/Optimi				
4763-01 · AIP '63 Infrastructure/Optimi	-214,178.93	902,000.00	-1,116,178.93	-23.75%
Total 4763-00 · AIP '63 - Infrastructure/Optimi	-214,178.93	902,000.00	-1,116,178.93	-23.75%
4764-00 · AIP '64 - GA Terminal				
4764-01 · AIP '64 - GA Terminal	-236,266.70	740,000.00	-976,266.70	-31.93%
Total 4764-00 · AIP '64 - GA Terminal	-236,266.70	740,000.00	-976,266.70	-31.93%
4800-00 · Current Year AIP	0.00	2,700,000.00	-2,700,000.00	0.0%
4850-00 · CFC Pass-through Revenue	29,288.00	400,000.00	-370,712.00	7.32%
<b>Total Income</b>	<b>244,892.30</b>	<b>12,766,260.00</b>	<b>-12,521,367.70</b>	<b>1.92%</b>
<b>Gross Profit</b>	<b>244,892.30</b>	<b>12,766,260.00</b>	<b>-12,521,367.70</b>	<b>1.92%</b>
<b>Expense</b>				
<b>5000 · EXPENDITURES</b>				
<b>5000-00 · "A" EXPENSES</b>				
Total 5010-00 · Salaries - Admin Salaries	98,337.54	558,819.00	-460,481.46	17.6%
Total 5020-00 · Salaries - Operations Salaries	159,689.81	1,001,700.00	-842,010.19	15.94%
Total 5030-00 · Salaries - Seasonal Salaries	0.00	65,000.00	-65,000.00	0.0%
Total 5040-00 · Salaries - Overtime	5,386.61	40,000.00	-34,613.39	13.47%
5050-00 · Salaries - Adjustment/Merit	0.00	83,276.00	-83,276.00	0.0%
5060-00 · Salaries - One-time Pay	0.00	41,638.00	-41,638.00	0.0%
5070-00 · Compensated Absenses Accrued	0.00	0.00	0.00	0.0%
5100-00 · Retirement	28,977.97	200,540.00	-171,562.03	14.45%
5110-00 · Social Security/Medicare	19,597.68	136,968.00	-117,370.32	14.31%
5120-00 · Life Insurance	182.80	0.00	182.80	100.0%
5130-00 · Medical Insurance	47,951.12	290,000.00	-242,048.88	16.54%
5160-00 · Workman's Compensation	0.00	20,000.00	-20,000.00	0.0%
<b>Total 5000-00 · "A" EXPENSES</b>	<b>360,123.53</b>	<b>2,437,941.00</b>	<b>-2,077,817.47</b>	<b>14.77%</b>
<b>6000 · "B" EXPENDITURES</b>				
<b>6000-0 · "B" EXPENSES - ADMINISTRATIVE</b>				
<b>6000-00 · TRAVEL EXPENSE</b>				
6000-01 · Travel	9,550.35	50,000.00	-40,449.65	19.1%
Total 6000-00 · TRAVEL EXPENSE	9,550.35	50,000.00	-40,449.65	19.1%
<b>6010-00 · SUPPLIES/EQUIPMENT EXPENSE</b>				
6010-01 · Supplies/Equipment - Office	1,109.49	8,200.00	-7,090.51	13.53%
6010-02 · Supplies/Equipment - Parking	0.00	700.00	-700.00	0.0%

	Oct - Nov 25	Budget	\$ Over Budget	% of Budget
6010-03 · Supplies/Equipment - Computer	3,724.62	30,000.00	-26,275.38	12.42%
<b>Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE</b>	<b>4,834.11</b>	<b>38,900.00</b>	<b>-34,065.89</b>	<b>12.43%</b>
<b>6020-00 · INSURANCE</b>				
6020-01 · Insurance	0.00	133,000.00	-133,000.00	0.0%
<b>Total 6020-00 · INSURANCE</b>	<b>0.00</b>	<b>133,000.00</b>	<b>-133,000.00</b>	<b>0.0%</b>
<b>6030-00 · UTILITIES</b>				
6030-01 · Utilities - Gas/Terminal	982.00	12,000.00	-11,018.00	8.18%
6030-02 · Utilities - Gas/AOB & Cold Stor	796.00	8,000.00	-7,204.00	9.95%
6030-03 · Utilities - Elect./Runway&PAPI	902.90	6,000.00	-5,097.10	15.05%
6030-04 · Utilities - Elec./AOB & Cold St	1,618.56	10,000.00	-8,381.44	16.19%
6030-05 · Utilities - Electric/Terminal	8,608.51	62,000.00	-53,391.49	13.89%
6030-06 · Utilities - Telephone	3,770.43	23,000.00	-19,229.57	16.39%
6030-07 · Utilities - Water	1,515.28	18,000.00	-16,484.72	8.42%
6030-08 · Utilities - Garbage Removal	7,818.74	24,000.00	-16,181.26	32.58%
6030-09 · Utilities - Sewer	2,335.64	10,000.00	-7,664.36	23.36%
6030-11 · Utilities - Electric/Tower	869.31	7,000.00	-6,130.69	12.42%
6030-12 · Utilities - Elec./Brdfrd.Hghl	81.87	600.00	-518.13	13.65%
6030-13 · Utilities - Elec. Exit Booth	127.10	1,500.00	-1,372.90	8.47%
6030-15 · Utilities - Elec/AWOS	492.18	3,500.00	-3,007.82	14.06%
6030-16 · Utilities - Elec. Wind Cone	54.07	330.00	-275.93	16.39%
6030-17 · Utilities - Elec./Gas- Hangar	671.33	6,000.00	-5,328.67	11.19%
6030-20 · Utilities - Ranch	2,282.91	80,000.00	-77,717.09	2.85%
<b>Total 6030-00 · UTILITIES</b>	<b>32,926.83</b>	<b>271,930.00</b>	<b>-239,003.17</b>	<b>12.11%</b>
<b>6040-00 · SERVICE PROVIDER</b>				
6040-01 · Service Provider - General	0.00	0.00	0.00	0.0%
6040-02 · Service Provider - Term. Serv.	1,775.61	8,000.00	-6,224.39	22.2%
6040-03 · Service Provider - AOB Services	32,984.36	75,000.00	-42,015.64	43.98%
6040-04 · Service Provider-Ops./Airfield	144.00	18,000.00	-17,856.00	0.8%
6040-13 · Service Provider-Parking Lot	15,719.58	85,000.00	-69,280.42	18.49%
<b>Total 6040-00 · SERVICE PROVIDER</b>	<b>50,623.55</b>	<b>186,000.00</b>	<b>-135,376.45</b>	<b>27.22%</b>
<b>6050-00 · PROFESSIONAL SERVICES</b>				
6050-01 · Professional Services - Legal	12,859.00	250,000.00	-237,141.00	5.14%
6050-02 · Professional Serv. - Audit/Fina	50,727.50	140,000.00	-89,272.50	36.23%
6050-03 · Professional Services - Enginee	5,782.98	75,000.00	-69,217.02	7.71%
6050-04 · Professional Services - HR	660.00	16,000.00	-15,340.00	4.13%
6050-05 · Professional Services - Gen.	13,095.73	20,000.00	-6,904.27	65.48%
6050-10 · Prof. Srvcs.-IT/Comp. Support	32,046.00	170,000.00	-137,954.00	18.85%
6050-12 · Prof. Serv.- Planning Air Serv.	0.00	2,000.00	-2,000.00	0.0%
6050-13 · Prof. Serv.-Website Hosting	80.00	1,200.00	-1,120.00	6.67%
6050-15 · Prof. Serv.-Web Maint-Outreach	149.88	30,000.00	-29,850.12	0.5%
6050-17 · Prof. Serv. - Airspace Consult.	0.00	40,000.00	-40,000.00	0.0%
6050-19 · Prof. Serv.-ATCT Relocation	2,310.00	25,000.00	-22,690.00	9.24%
6050-21 · Professional Services - Other	0.00	45,000.00	-45,000.00	0.0%
<b>Total 6050-00 · PROFESSIONAL SERVICES</b>	<b>117,711.09</b>	<b>814,200.00</b>	<b>-696,488.91</b>	<b>14.46%</b>
<b>6060-00 · MAINTENANCE-OFFICE EQUIPMENT</b>				
6060-01 · Maint.-Office Equip./Gen.	211.99			
6060-04 · Maintenance - Copier	788.86	2,000.00	-1,211.14	39.44%
6060-05 · Maintenance - Phone	0.00	1,000.00	-1,000.00	0.0%
<b>Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT</b>	<b>1,000.85</b>	<b>3,000.00</b>	<b>-1,999.15</b>	<b>33.36%</b>
<b>6070-00 · RENT/LEASE OFFICE EQUIPMENT</b>				
6070-02 · Rent/Lease - Postage Meter	0.00	1,500.00	-1,500.00	0.0%
<b>Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT</b>	<b>0.00</b>	<b>1,500.00</b>	<b>-1,500.00</b>	<b>0.0%</b>

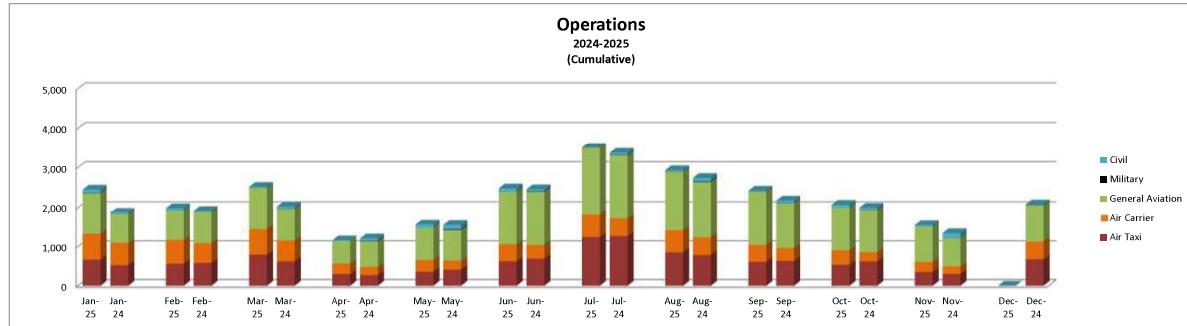
	Oct - Nov 25	Budget	\$ Over Budget	% of Budget
<b>6080-00 · DUES/MEMBERSHIPS</b>				
<b>6080-01 · Dues/Memberships</b>	1,850.00	20,000.00	-18,150.00	9.25%
<b>6080-07 · Cove Canal Assoc Dues - Ranch</b>	0.00	3,200.00	-3,200.00	0.0%
<b>Total 6080-00 · DUES/MEMBERSHIPS</b>	1,850.00	23,200.00	-21,350.00	7.97%
<b>6090-00 · POSTAGE</b>				
<b>6090-01 · Postage/Courier Service</b>	73.32	1,200.00	-1,126.68	6.11%
<b>Total 6090-00 · POSTAGE</b>	73.32	1,200.00	-1,126.68	6.11%
<b>6100-00 · EDUCATION/TRAINING</b>				
<b>6100-01 · Education/Training - Admin.</b>	4,537.60	10,000.00	-5,462.40	45.38%
<b>6100-02 · Education/Training - OPS</b>	32.50	30,000.00	-29,967.50	0.11%
<b>6100-03 · Education/Training - ARFF</b>	10,753.51	16,000.00	-5,246.49	67.21%
<b>6100-06 · Education - Security</b>	0.00	3,000.00	-3,000.00	0.0%
<b>Total 6100-00 · EDUCATION/TRAINING</b>	15,323.61	59,000.00	-43,676.39	25.97%
<b>6101-00 · PUBLIC OUTREACH/ADS/COMMUNICATI</b>				
<b>6101-01 · Advertising/Social Media/Sponso</b>	4,977.00	30,000.00	-25,023.00	16.59%
<b>6101-03 · Public Outr/Comm - SAAC</b>	11,395.75	15,000.00	-3,604.25	75.97%
<b>6101-00 · PUBLIC OUTREACH/ADS/COMMUNICATI - Other</b>	0.00	0.00	0.00	0.0%
<b>Total 6101-00 · PUBLIC OUTREACH/ADS/COMMUNICATI</b>	16,372.75	45,000.00	-28,627.25	36.38%
<b>6110-00 · CONTRACTS</b>				
<b>6110-02 · Contracts - FMAA</b>	18,000.00	84,000.00	-66,000.00	21.43%
<b>6110-03 · Contracts - FBO/Fee Collection</b>	0.00	0.00	0.00	0.0%
<b>6110-16 · Contracts - Prkg Mngt Fee/Ops</b>	2,808.18	15,000.00	-12,191.82	18.72%
<b>6110-17 · Contracts - Landing Fee Equip.</b>	0.00	18,000.00	-18,000.00	0.0%
<b>6110-18 · Contracts - Vector Commissions</b>	14,896.34	78,000.00	-63,103.66	19.1%
<b>Total 6110-00 · CONTRACTS</b>	35,704.52	195,000.00	-159,295.48	18.31%
<b>6130-00 · MISCELLANEOUS EXPENSES</b>				
<b>6130-01 · Misc. - General</b>	3,749.48	15,000.00	-11,250.52	25.0%
<b>6130-99 · HOLDER ACCT FOR DW POs</b>	7,214.58			
<b>6140-01 · Merchant Fees</b>	158.48	600.00	-441.52	26.41%
<b>6150-03 · Interest expense - leases</b>	0.00	0.00	0.00	0.0%
<b>Total 6130-00 · MISCELLANEOUS EXPENSES</b>	11,122.54	15,600.00	-4,477.46	71.3%
<b>Total 6000-0 · "B" EXPENSES - ADMINISTRATIVE</b>	297,093.52	1,837,530.00	-1,540,436.48	16.17%
<b>6001 · "B" EXPENSES - OPERATIONAL</b>				
<b>6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS</b>				
<b>6500-01 · Supplies/Equipment - General</b>	404.91	10,000.00	-9,595.09	4.05%
<b>6500-02 · Supplies/Equipment - Tools</b>	1,359.83	20,000.00	-18,640.17	6.8%
<b>6500-03 · Supplies/Equipment-ClothingOps</b>	1,733.77	4,000.00	-2,266.23	43.34%
<b>6500-04 · Supplies/Equipment - Janitorial</b>	4,788.00	45,000.00	-40,212.00	10.64%
<b>6500-07 · Supplies/Equipment-ClothingPark</b>	0.00	2,000.00	-2,000.00	0.0%
<b>Total 6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS</b>	8,286.51	81,000.00	-72,713.49	10.23%
<b>6505-00 · EQUIP/VEHICLE - LEASE/RENTAL</b>				
<b>6505-01 · Eq./Vehi Lease/Rental - General</b>	56,893.12	100,000.00	-43,106.88	56.89%
<b>Total 6505-00 · EQUIP/VEHICLE - LEASE/RENTAL</b>	56,893.12	100,000.00	-43,106.88	56.89%
<b>6510-00 · FUEL/LUBRICANTS</b>				
<b>6510-01 · General</b>	0.00	0.00	0.00	0.0%
<b>6510-02 · Fuel</b>	7,010.05	55,000.00	-47,989.95	12.75%
<b>6510-03 · Lubricants</b>	0.00	7,000.00	-7,000.00	0.0%
<b>Total 6510-00 · FUEL/LUBRICANTS</b>	7,010.05	62,000.00	-54,999.95	11.31%
<b>Total 6520-00 · VEHICLES/MAINTENANCE</b>	2,194.19	150,000.00	-147,805.81	1.46%
<b>6530-00 · ARFF MAINTENANCE</b>				
<b>6530-01 · ARFF Maint. Gen/Supplies</b>	72.49	15,000.00	-14,927.51	0.48%
<b>6530-04 · ARFF Maint. - Radios</b>	0.00	10,000.00	-10,000.00	0.0%

	Oct - Nov 25	Budget	\$ Over Budget	% of Budget
6530-06 · ARFF Maint. - '20 Oshkosh Strik	0.00	2,500.00	-2,500.00	0.0%
6530-08 · ARFF Maint. - '24 Oshkosh Strik	0.00	2,500.00	-2,500.00	0.0%
<b>Total 6530-00 · ARFF MAINTENANCE</b>	<b>72.49</b>	<b>30,000.00</b>	<b>-29,927.51</b>	<b>0.24%</b>
<b>6540-00 · REPAIRS/MAINTENANCE - BUILDING</b>				
6540-01 · R/M Bldg. - General	26.23	1,500.00	-1,473.77	1.75%
6540-02 · R/M Bldg. - Terminal	16,568.65	200,000.00	-183,431.35	8.28%
6540-03 · R/M Bldg. - Terminal Concession	0.00	2,000.00	-2,000.00	0.0%
6540-04 · R/M Bldg. - Cold Storage	0.00	1,000.00	-1,000.00	0.0%
6540-05 · R/M Bldg. - AOB/SHOP	4,160.00	50,000.00	-45,840.00	8.32%
6540-06 · R/M Bldg. - Hangars	0.00	5,000.00	-5,000.00	0.0%
6540-07 · R/M Bldg. - Tower	720.00	18,000.00	-17,280.00	4.0%
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>21,474.88</b>	<b>292,500.00</b>	<b>-271,025.12</b>	<b>7.34%</b>
<b>6550-00 · REPAIRS/MAINTENANCE - AIRSIDE</b>				
6550-01 · R/M - General	1,007.51	8,000.00	-6,992.49	12.59%
6550-02 · R/M - Airfield/Runway	582.19	40,000.00	-39,417.81	1.46%
6550-03 · R/M - Airfield/Runway - Deice	29,911.23	120,000.00	-90,088.77	24.93%
6550-04 · R/M - Lights	7,367.60	25,000.00	-17,632.40	29.47%
<b>Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE</b>	<b>38,868.53</b>	<b>193,000.00</b>	<b>-154,131.47</b>	<b>20.14%</b>
<b>6551-00 · REPAIRS/MAINTENANCE - LANDSIDE</b>				
6551-01 · R/M - General	0.00	1,000.00	-1,000.00	0.0%
6551-02 · R/M - Parking Lot	2,642.14	35,000.00	-32,357.86	7.55%
6551-03 · R/M - Landscaping	504.98	10,000.00	-9,495.02	5.05%
6551-04 · R/M - Ranch	279.00	100,000.00	-99,721.00	0.28%
<b>Total 6551-00 · REPAIRS/MAINTENANCE - LANDSIDE</b>	<b>3,426.12</b>	<b>146,000.00</b>	<b>-142,573.88</b>	<b>2.35%</b>
<b>6560-00 · SECURITY EXPENSE</b>				
6560-01 · Security - General	3,376.66	10,000.00	-6,623.34	33.77%
6560-02 · Security - Law Enf. Offi. (LEO)	0.00	5,000.00	-5,000.00	0.0%
6560-03 · Security - Subscription Licens.	4,704.92	60,000.00	-55,295.08	7.84%
6560-04 · Security - Perim./Access/CCTV	3,603.00	30,000.00	-26,397.00	12.01%
6560-05 · Security - Professional Serv.	0.00	15,000.00	-15,000.00	0.0%
<b>Total 6560-00 · SECURITY EXPENSE</b>	<b>11,684.58</b>	<b>120,000.00</b>	<b>-108,315.42</b>	<b>9.74%</b>
<b>6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU</b>				
6570-01 · R/M Aeronautical Equip - NDB/DME	1,498.10	8,500.00	-7,001.90	17.63%
6570-02 · R/M Aeronautical Equip. - Tower	4,224.87	15,000.00	-10,775.13	28.17%
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>7,916.07</b>	<b>32,000.00</b>	<b>-24,083.93</b>	<b>24.74%</b>
<b>Total 6001 · "B" EXPENSES - OPERATIONAL</b>	<b>157,826.54</b>	<b>1,206,500.00</b>	<b>-1,048,673.46</b>	<b>13.08%</b>
<b>Total 6000 · "B" EXPENDITURES</b>	<b>454,920.06</b>	<b>3,044,030.00</b>	<b>-2,589,109.94</b>	<b>14.95%</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	56,792.07	460,000.00	-403,207.93	12.35%
7001-03 · Airfield & General Improvements	170,860.00	200,000.00	-29,140.00	85.43%
7001-04 · Office Equipment	0.00	0.00	0.00	0.0%
7001-05 · Maintenance Equipment /Vehicle	0.00	210,000.00	-210,000.00	0.0%
7001-06 · Assessments/Plans/Studies	14,915.05	0.00	14,915.05	100.0%
7001-09 · Security Equipment	0.00	35,000.00	-35,000.00	0.0%
7001-10 · SRE Aquisition Non-AIP	488,599.24	900,000.00	-411,400.76	54.29%
7001-12 · Network Equipment	0.00	30,000.00	-30,000.00	0.0%
7001-99 · CONTINGENCY	0.00	2,000,000.00	-2,000,000.00	0.0%

	Oct - Nov 25	Budget	\$ Over Budget	% of Budget
<b>Total 7001-00 · CAPITAL EXPENDITURES</b>	731,166.36	3,835,000.00	-3,103,833.64	19.07%
7500-00 · IDAHO STATE GRANT PROGRAM				
7500-25 · '25 ITD Grant (Rotating Beacon)	0.00	0.00	0.00	0.0%
<b>Total 7500-00 · IDAHO STATE GRANT PROGRAM</b>	0.00	0.00	0.00	0.0%
7553-00 · AIP '53 - Rehab RW, TW & Apron				
7553-01 · AIP '53 - Eligible	0.00	0.00	0.00	0.0%
<b>Total 7553-00 · AIP '53 - Rehab RW, TW &amp; Apron</b>	0.00	0.00	0.00	0.0%
7556-00 · AIP '56 - Rehab Runway Phase 2				
7556-01 · AIP '56 - Eligible	0.00	0.00	0.00	0.0%
<b>Total 7556-00 · AIP '56 - Rehab Runway Phase 2</b>	0.00	0.00	0.00	0.0%
7558-00 · AIP '58 - Rehab Runway Phase 3				
7558-01 · AIP '58 - Eligible	0.00	0.00	0.00	0.0%
<b>Total 7558-00 · AIP '58 - Rehab Runway Phase 3</b>	0.00	0.00	0.00	0.0%
7559-00 · AIP '59 - Acquire Land				
7559-01 · AIP '59 - Eligible	0.00	0.00	0.00	0.0%
<b>Total 7559-00 · AIP '59 - Acquire Land</b>	0.00	0.00	0.00	0.0%
7560-00 · AIP '60 - Development Addendum				
7560-01 · AIP '60 - Eligible	0.00	0.00	0.00	0.0%
<b>Total 7560-00 · AIP '60 - Development Addendum</b>	0.00	0.00	0.00	0.0%
7561-00 · AIP '61 - Airfield Pavement Etc				
7561-01 · AIP '61 - Airfield Pavement Etc	1,877.68	0.00	1,877.68	100.0%
<b>Total 7561-00 · AIP '61 - Airfield Pavement Etc</b>	1,877.68	0.00	1,877.68	100.0%
7562-00 · AIP '62 Airfield AGIS				
7562-01 · AIP '62 - Airfield AGIS	1,051.58	0.00	1,051.58	100.0%
<b>Total 7562-00 · AIP '62 Airfield AGIS</b>	1,051.58	0.00	1,051.58	100.0%
7563-00 · AIP '63 Infrastructure&Optim				
7563-01 · AIP '63 Infrastructure&Optim	174,290.72	743,000.00	-568,709.28	23.46%
<b>Total 7563-00 · AIP '63 Infrastructure&amp;Optim</b>	174,290.72	743,000.00	-568,709.28	23.46%
7564-00 · AIP '64 GA Terminal				
7564-01 · AIP '64 GA Terminal_Eligible	150,380.47	1,386,125.00	-1,235,744.53	10.85%
7564-02 · AIP '64 GA Terminal_NonEligible	6,754.09			
<b>Total 7564-00 · AIP '64 GA Terminal</b>	157,134.56	1,386,125.00	-1,228,990.44	11.34%
8500-00 · Capital Imp. Program (CIP)				
8501-00 · CIP - General	0.00	2,850,000.00	-2,850,000.00	0.0%
<b>Total 8500-00 · Capital Imp. Program (CIP)</b>	0.00	2,850,000.00	-2,850,000.00	0.0%
9002-00 · PFC 25-11-C-00-SUN				
9002-01 · PFC '25 Expand Term Apron (001)	0.00	0.00	0.00	0.0%
<b>Total 9002-00 · PFC 25-11-C-00-SUN</b>	0.00	0.00	0.00	0.0%
<b>Total 7000 · "C" EXPENSES</b>	1,065,520.90	8,814,125.00	-7,748,604.10	12.09%
<b>Total 5000 · EXPENDITURES</b>	1,880,564.49	14,296,096.00	-12,415,531.51	13.15%
6666546 · Melio Fees	38.50			
9999-01 · Amortization	0.00	0.00	0.00	0.0%
<b>Total Expense</b>	1,880,602.99	14,296,096.00	-12,415,493.01	13.16%
<b>Net Ordinary Income</b>	-1,635,710.69	-1,529,836.00	-105,874.69	106.92%
<b>Net Income</b>	<b>-1,635,710.69</b>	<b>-1,529,836.00</b>	<b>-105,874.69</b>	<b>106.92%</b>

**Friedman Memorial Airport**  
**November 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	2,523
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	1,163
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	1,559
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	2,486
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	3,508
August	6,479	6,917	5,513	5,707	5,722	6,087	6,196	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	2,939
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	2,429
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	2,077
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	1,548
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>24,677</b>



ATCT Operations Change (November 2025 vs. November 2024)			
	2025	2024	% Change
Air Taxi	365	313	16.6%
Air Carrier	255	192	32.8%
General Aviation	887	712	24.6%
Military	1	1	0.0%
Civil	40	128	-68.8%
Total	1,548	1,346	15.0%
YTD Total	24,677	22,688	8.8%

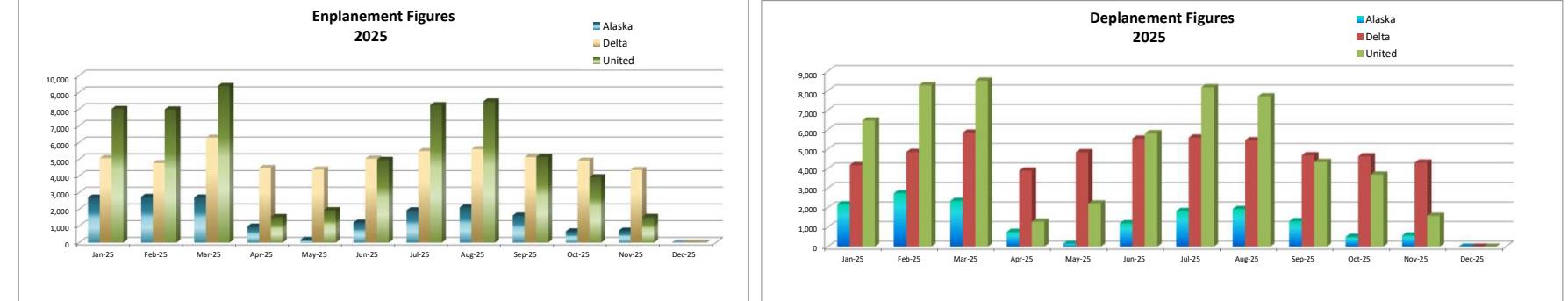
**FRIEDMAN MEMORIAL AIRPORT**  
November 2025

Date	2025 Enplanements										Total Enp.	Prior Year Total Enp.	Total % Change				
	Alaska Airlines					Delta Airlines											
	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change		
Jan-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%		
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%		
Mar-25	2,613	90	2,703	2,359	14.6%	6,156	130	6,286	3,672	71.2%	9,226	144	9,370	9,570	-2.1%		
Apr-25	898	69	967	657	47.2%	4,355	116	4,471	3,628	23.2%	1,495	44	1,539	2,102	-26.8%		
May-25	166	2	168	200	-16.0%	4,232	142	4,374	3,455	26.6%	1,885	61	1,946	1,919	1.4%		
Jun-25	1,154	52	1,206	1,210	-0.3%	4,908	123	5,031	3,481	44.5%	4,878	78	4,956	4,483	10.6%		
Jul-25	1,865	71	1,936	2,121	-8.7%	5,409	76	5,485	3,766	45.6%	8,125	98	8,223	7,332	12.2%		
Aug-25	2,067	39	2,106	2,057	2.4%	5,503	95	5,598	3,936	42.2%	8,342	105	8,447	7,411	14.0%		
Sep-25	1,557	71	1,628	1,797	-9.4%	5,016	101	5,117	3,817	34.1%	5,038	92	5,130	4,154	23.5%		
Oct-25	632	46	678	646	5.0%	4,766	142	4,908	4,033	21.7%	3,833	86	3,919	2,507	56.3%		
Nov-25	673	49	722	450	60.4%	4,210	144	4,354	3,620	20.3%	1,510	36	1,546	1,347	14.8%		
<b>Totals</b>	<b>16,897</b>	<b>657</b>	<b>17,554</b>	<b>17,160</b>	<b>2.3%</b>	<b>54,169</b>	<b>1,281</b>	<b>55,450</b>	<b>41,312</b>	<b>34.2%</b>	<b>60,084</b>	<b>970</b>	<b>61,054</b>	<b>56,926</b>	<b>7.3%</b>		
															<b>134,058</b>	<b>114,255</b>	<b>17.3%</b>

Legend for Chart:

Date	2025 Deplanements										Total Dep.	Prior Year Total Dep.	Total % Change				
	Alaska Airlines					Delta Airlines											
	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change		
Jan-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%		
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%		
Mar-25	2,264	81	2,345	2,126	10.3%	5,692	153	5,845	3,400	71.9%	8,366	144	8,510	8,797	-3.3%		
Apr-25	689	69	758	494	100.0%	3,769	126	3,895	3,230	20.6%	1,220	58	1,278	1,813	-29.5%		
May-25	143	6	149	204	-27.0%	4,696	146	4,842	3,754	29.0%	2,162	52	2,214	2,022	9.5%		
Jun-25	1,149	50	1,199	1,318	-9.0%	5,438	101	5,539	3,777	46.7%	5,739	75	5,814	5,456	6.6%		
Jul-25	1,759	66	1,825	1,813	0.7%	5,526	67	5,593	3,520	58.9%	8,069	106	8,175	7,705	6.1%		
Aug-25	1,866	60	1,926	2,019	-4.6%	5,354	103	5,457	3,599	51.6%	7,603	106	7,709	6,975	10.5%		
Sep-25	1,228	76	1,304	1,545	-15.6%	4,554	129	4,683	3,485	34.4%	4,261	80	4,341	3,429	26.6%		
Oct-25	480	24	504	530	-4.9%	4,489	140	4,629	3,789	22.2%	3,594	100	3,694	2,231	65.6%		
Nov-25	539	34	573	435	31.7%	4,166	143	4,309	3,535	21.9%	1,537	44	1,581	1,366	15.7%		
<b>Totals</b>	<b>14,873</b>	<b>613</b>	<b>15,486</b>	<b>14,743</b>	<b>5.0%</b>	<b>52,532</b>	<b>1,295</b>	<b>53,827</b>	<b>39,302</b>	<b>37.0%</b>	<b>57,043</b>	<b>1,013</b>	<b>58,056</b>	<b>62,050</b>	<b>-6.4%</b>		
															<b>127,369</b>	<b>108,706</b>	<b>17.2%</b>

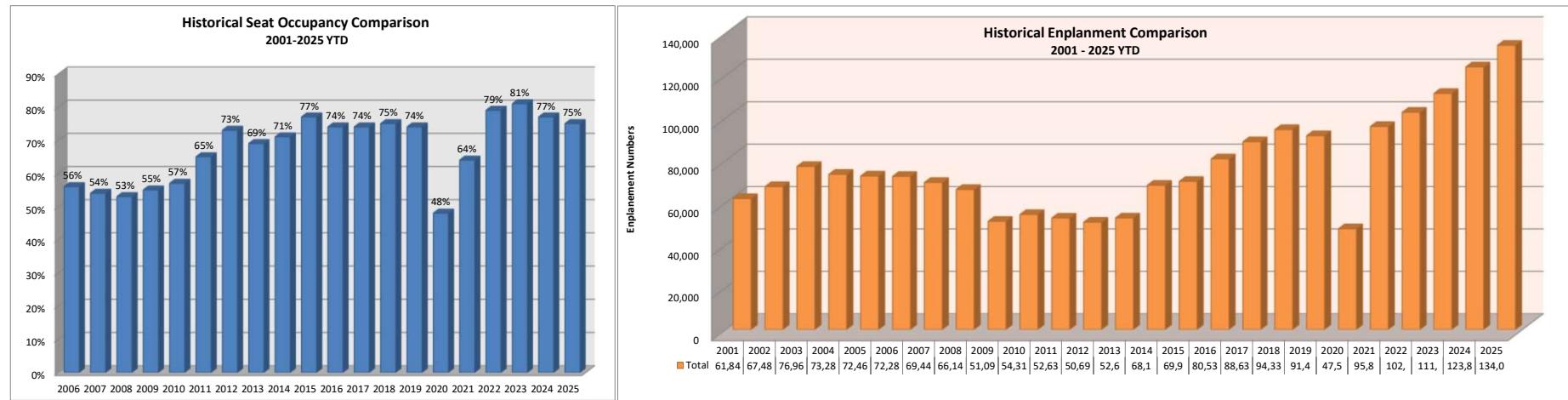
Legend for Chart:



**FRIEDMAN MEMORIAL AIRPORT**  
November 2025

Date	2025 Seat Occupancy												Seat Occupancy Totals Prior Year Comparison					
	Alaska Airlines				Delta Airlines				United Airlines				Seat Occupancy Totals					
Departure Flights	Seats Available*	Seats Occupied	Percent Occupied	Departure Flights	Seats Available*	Seats Occupied	Percent Occupied	Departure Flights	Seats Available*	Seats Occupied	Percent Occupied	Total Seats Available	Total Seats Occupied	Total Percent Occupied	% Change Total Seats Available	% Change Total Seats Occupied	Change in Load Factor %	
Jan-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%
Mar-25	44	3,344	2,703	81%	112	7,840	6,286	80%	166	11,620	9,370	81%	22,804	18,359	81%	22%	18%	-3%
Apr-25	21	1,596	967	61%	90	6,300	4,471	71%	32	2,240	1,539	69%	10,136	6,977	69%	21%	9%	-7%
May-25	4	304	168	55%	93	6,510	4,374	67%	48	3,360	1,946	58%	10,174	6,488	64%	29%	16%	-7%
Jun-25	22	1,672	1,206	72%	90	6,300	5,031	80%	102	7,140	4,956	69%	15,112	11,193	74%	23%	22%	0%
Jul-25	30	2,280	1,936	85%	93	6,510	5,485	84%	161	11,276	8,223	73%	20,066	15,644	78%	26%	18%	-5%
Aug-25	31	2,356	2,106	89%	93	6,516	5,598	86%	154	10,786	8,447	78%	19,658	16,151	82%	23%	20%	0%
Sep-25	30	2,280	1,628	71%	90	6,306	5,117	81%	92	6,446	5,130	80%	15,032	11,875	79%	28%	22%	0%
Oct-25	11	836	678	81%	92	6,440	4,908	76%	78	5,460	3,919	72%	12,736	9,505	75%	53%	32%	0%
Nov-25	15	1,140	722	63%	86	6,020	4,354	72%	30	2,100	1,546	74%	9,260	6,622	72%	37%	22%	0%
<b>Totals</b>	<b>306</b>	<b>23,256</b>	<b>17,554</b>	<b>75%</b>	<b>1,030</b>	<b>72,112</b>	<b>55,450</b>	<b>77%</b>	<b>1,188</b>	<b>83,178</b>	<b>61,054</b>	<b>73%</b>	<b>178,546</b>	<b>134,058</b>	<b>75%</b>	<b>23%</b>	<b>17%</b>	<b>-2%</b>

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





# Financial Statements

**Friedman Memorial Airport Authority**

Includes Supplementary Information

For the years ended September 30, 2025 and 2024

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## INDEPENDENT AUDITORS' REPORT

To the Board  
Friedman Memorial Airport Authority  
Hailey, Idaho

### Report on the Audit of the Financial Statements

#### Opinion

We have audited the financial statements of Friedman Memorial Airport Authority as of and for the year ended September 30, 2025, and the related notes to the financial statements, which collectively comprise Friedman Memorial Airport Authority's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of Friedman Memorial Airport Authority as of September 30, 2025, and the changes in its financial position and its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

#### Basis for Opinion

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards* (GAS), issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of Friedman Memorial Airport Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

#### Responsibilities of Management for the Financial Statements

Friedman Memorial Airport Authority's management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about Friedman Memorial Airport Authority's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

#### Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS will always detect a

material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and GAS, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of Friedman Memorial Airport Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about Friedman Memorial Airport Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

### **Required Supplementary Information**

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis as listed in the table of contents be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

### **Supplementary Information**

Our audit was conducted for the purpose of forming and opinion on the financial statements that collectively comprise Friedman Memorial Airport Authority's basic financial statements. The schedule of revenue, expenditures and changes in net position – budget and actual and reconciliation of budgetary basis to GAAP and the schedule of expenditures of federal awards, are presented for purposes of additional analysis and are not a required part of the basic financial statements as required by *Title 2 U.S. Code of Federal Regulations, Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The schedule of revenue, expenditures and changes in net position – budget and actual and reconciliation of budgetary basis to GAAP and the schedule of expenditures of federal awards are the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, this information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

**Other Reporting Required by *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated December 19, 2025 on our consideration of Friedman Memorial Airport Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Friedman Memorial Airport Authority's internal control over financial reporting and compliance.

Meridian, Idaho  
December 19, 2025

## FRIEDMAN MEMORIAL AIRPORT AUTHORITY

### MANAGEMENT'S DISCUSSION AND ANALYSIS For the Years Ended September 30, 2025 and 2024

As management of the Friedman Memorial Airport Authority (the Authority), we offer readers of the Authority's financial statements this narrative overview and analysis of the financial activities of the Authority for the fiscal years ended September 30, 2025 and 2024. Please read it in conjunction with the accompanying financial statements and notes to the financial statements.

#### **Financial Highlights**

Following are the financial highlights of the Authority for the years ended September 30, 2025 and 2024:

- The Authority's total assets exceeded its total liabilities and deferred inflows of resources at the close of fiscal years 2025 and 2024 by \$93,836,445 and \$90,232,291 (net position), respectively. Of these amounts, \$26,911,412 and \$21,003,879, respectively, represent unrestricted net position which may be used to meet the Authority's ongoing obligations.
- The Authority's net position increased in fiscal year 2025 by \$3,604,154 as compared to an increase in net position of \$3,096,616 during fiscal year 2024. The increase in net position in fiscal year 2025 was primarily due to a decrease in the operating loss of \$579,396 from fiscal year 2024.

#### **Overview of the Financial Statements**

The MD&A is intended to serve as an introduction to the Authority's financial statements. The Authority's financial statements are prepared on the accrual basis in accordance with generally accepted accounting principles promulgated by the Governmental Accounting Standards Board (GASB). The Authority is structured as a single enterprise fund with revenues recognized when earned, not when received. Expenses are recognized when incurred, not when paid. See the notes to the financial statements for a summary of the Authority's significant accounting policies.

Following this MD&A are the basic financial statements of the Authority, together with the notes, which are essential to a full understanding of the data contained in the financial statements. The Authority's basic financial statements are designed to provide readers with a broad overview of the Authority's finances.

The *Statements of Net Position* present information on all the Authority's assets, deferred outflows of resources, liabilities, deferred inflows of resources and net position. Over time, increases or decreases in net position may serve as useful indicators of whether the Authority's financial position is improving or deteriorating.

The *Statements of Revenue, Expenses and Changes in Net Position* present information showing how the Authority's net position changed during the year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of the related cash flows. Thus, revenues and expenses are reported in this statement for some items that will result in cash flows in future periods.

The *Statements of Cash Flows* relate to the flows of cash and cash equivalents. Consequently, only transactions that affect the Authority's cash accounts are recorded in this statement. A reconciliation is provided at the bottom of the *Statements of Cash Flows* to assist in understanding the difference between cash flows, operating activities and operating income.

In addition to the basic financial statements and accompanying notes, this report also presents the *Schedule of Revenue, Expenditures and Changes in Net Position Budget & Actual* and the *Reconciliation of Budgetary Basis to GAAP* as supplementary information.

**FRIEDMAN MEMORIAL AIRPORT AUTHORITY**

**MANAGEMENT'S DISCUSSION AND ANALYSIS**  
**For the Years Ended September 30, 2025 and 2024**

**Financial Analysis of the Authority as a Whole**

The changes in net position over time serve as a useful indicator of the Authority's financial position. A condensed summary of the Authority's financial position at September 30, 2025 and 2024 is shown below.

	<u>2025</u>	<u>2024</u>	<u>Increase (Decrease)</u>	<u>Percentage Change</u>
<b>ASSETS:</b>				
Current Assets	\$ 27,478,688	\$ 21,506,999	\$ 5,971,689	27.8%
Noncurrent Assets	<u>67,661,076</u>	<u>69,963,174</u>	<u>(2,302,098)</u>	-3.3%
Total Assets	<u>95,139,764</u>	<u>91,470,173</u>	<u>3,669,591</u>	4.0%
<b>LIABILITIES:</b>				
Current Liabilities	591,728	491,802	99,926	20.3%
Long-term Liabilities	<u>322,198</u>	<u>250,000</u>	<u>72,198</u>	28.9%
Total Liabilities	<u>913,926</u>	<u>741,802</u>	<u>172,124</u>	23.2%
<b>DEFERRED INFLOWS OF RESOURCES</b>	<u>389,393</u>	<u>496,080</u>	<u>(106,687)</u>	-21.5%
<b>NET POSITION:</b>				
Net investment in capital assets	66,919,533	69,222,912	(2,303,379)	-3.3%
Restricted	5,500	5,500	-	-
Unrestricted	<u>26,911,412</u>	<u>21,003,879</u>	<u>5,907,533</u>	28.1%
Net Position	<u>\$ 93,836,445</u>	<u>\$ 90,232,291</u>	<u>\$ 3,604,154</u>	4.0%

The largest portion of the Authority's net position is invested in capital assets (e.g. land, buildings, improvements and equipment). The Authority uses its capital assets to provide services to its aviation partners, passengers and fixed-base operators. This requirement includes the obligation to preserve and maintain airport facilities in a safe and serviceable condition and includes the responsibility to operate the aeronautical facilities and common use areas for the benefit of the public. Consequently, these assets are not available for future spending.

The Authority's unrestricted net position is available to meet current and future obligations. The Authority anticipates that these funds will be needed to pay future capital expenditures and maintain adequate levels of working capital.

The Authority's restricted net position represents an amount required to be set aside as a performance bond by a communications use lease with the Bureau of Land Management (BLM). The BLM funds are restricted as they must be held for the duration of the lease which terminates on December 31, 2031.

A condensed summary of the Authority's revenue, expenses and changes in net position for the fiscal year ending September 30, 2025 and 2024 is shown below.

	<u>2025</u>	<u>2024</u>	<u>Increase (Decrease)</u>	<u>Percentage Change</u>
Operating Revenue	\$ 6,696,915	\$ 5,942,995	\$ 753,920	12.7%
Operating Expenses	<u>8,377,651</u>	<u>8,203,127</u>	<u>174,524</u>	2.1%
Operating (income/loss)	<u>(1,680,736)</u>	<u>(2,260,132)</u>	<u>579,396</u>	25.6%
Non-operating Revenue (Expenses)	4,023,178	3,269,908	753,270	23.0%
Capital Contributions	<u>1,261,712</u>	<u>2,086,840</u>	<u>(825,128)</u>	-39.5%
Changes in net position	3,604,154	3,096,616	507,538	16.4%
Beginning net position	<u>90,232,291</u>	<u>87,135,675</u>	<u>3,096,616</u>	3.6%
Ending net position	<u>\$93,836,445</u>	<u>\$90,232,291</u>	<u>\$ 3,604,154</u>	4.0%

**FRIEDMAN MEMORIAL AIRPORT AUTHORITY**

**MANAGEMENT'S DISCUSSION AND ANALYSIS**  
**For the Years Ended September 30, 2025 and 2024**

Operating revenue increased 12.7% from the prior fiscal year. Rents, fees, commissions and leases increased by \$300,632 or 12.2%; Fuel flowage fees increased by \$109,927 or 21.7%; and Other operating revenue increased by \$36,628 or 1,174.7%. All other sources of operating revenue increased from the prior fiscal year.

Operating expenses increased by 2.1% over the prior fiscal year. The operating expenses with the largest changes from the prior fiscal year were Insurance which increased by 36.9%; Repairs and maintenance which decreased by 20.1%; Amortization which increased by 13.7%; Utilities which decreased by 11.4%; Other operating expense that increased by 10.2%; and Depreciation that increased by 7.2%.

**Comparison of Budget and Actual Results**

No amendments were made to the Authority's *Budgeted Revenue, Expenses and Changes in Net Position* during the fiscal year ending September 30, 2025. A summary of operating revenue and expenses based on the actual budgetary basis as compared to the final budget is shown below.

	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>
Total Operating Revenue	\$6,089,108	\$6,742,346	\$ 653,238
Total Operating Expenses	<u>5,159,091</u>	<u>4,712,245</u>	<u>(446,846)</u>
Operating Income (loss)	<u>\$ 930,017</u>	<u>\$ 2,030,101</u>	<u>\$ 1,100,084</u>

Actual results reported above may differ from the actual results as reported in the *Statement of Revenue, Expenses and Changes in Net Position* for the following reasons:

1. Accruals of compensated absences are not budgeted but are reported for GAAP.
2. Depreciation and amortization expense is not budgeted but is reported for GAAP.
3. Capital asset purchases are budgeted as an expense but are reported as an asset for GAAP.
4. The interest portion of lease receivable payments received is budgeted as rent revenue but reported as interest income for GAAP.
5. Principal received on leases receivable is budgeted as rent revenue but reported as a reduction to leases receivable for GAAP.
6. Amortization of deferred inflow of resources for leases is not budgeted but is reported as rent revenue for GAAP.
7. The interest portion of lease payable payments paid is budgeted as operating expenses but reported as interest expense for GAAP.
8. Principal paid on leases payable is budgeted as operating expense but reported as a reduction to leases payable for GAAP.

The Authority's budget philosophy is to conservatively estimate revenue while, at the same time, making certain that budgeted operating expenses are not understated.

**Capital Acquisitions and Construction Activities**

The capital assets of the Authority are those assets that are used in the performance of the Authority's functions. At the end of fiscal year 2025, capital assets (net of accumulated depreciation and amortization) totaled \$67,329,163 as compared to \$69,494,662 at the end of fiscal year 2024, a decrease of \$2,165,499. The Authority acquired or constructed \$1,871,049 in capital assets during fiscal year 2025 as detailed in Note 3 of the Notes to the Financial Statements.

## FRIEDMAN MEMORIAL AIRPORT AUTHORITY

### MANAGEMENT'S DISCUSSION AND ANALYSIS For the Years Ended September 30, 2025 and 2024

#### **Long-term Liabilities**

At the end of fiscal year 2025, the Authority had \$537,856 in total long-term liabilities as compared to \$454,898 at the end of fiscal year 2024, an increase of \$82,958. The long-term liabilities include leases payable and accrued compensated absences and are detailed in Note 6 of the Notes to the Financial Statements.

#### **Economic Factors**

The Authority continues to be served by three air carriers – Delta, United, and Alaska Airlines. Delta and United Airlines remain year-round carriers (direct service to Salt Lake City and Denver) and Alaska providing seasonal service. Markets served by our three air carriers in 2025 included Chicago (limited – winter only), Denver, Los Angeles, Salt Lake City, San Francisco, and Seattle. During fiscal year 2025, enplanements were up 14.3% over fiscal year 2024. Through October 2025, calendar year 2025 passenger enplanements increased 17.1% through the same period in 2024. The increase in enplanements was a result of the global economic recovery still in progress and a continued demand for travel to resort communities. Overall traffic operations (takeoffs and landings) have decreased this year. Through October 2025, total operations were up 8.4% compared to the same period for Calendar year 2024. The decrease in activity likely signals a return to pre-pandemic travel behaviors by General Aviation operators and is a consistent trend across the airport industry.

Operationally, fiscal year 2025 saw the Authority and staff continue to focus on maintenance and upkeep of our facilities, with a conservative approach to expenditures. Airport revenue streams and passenger activity continue to grow in many cases; however, a conservative approach will be taken as a matter of basic fiscal responsibility. The Authority remains financially well positioned to sustain operations given financially prudent business decisions and the supplemental funds provided by the FAA.

This year, the Authority did not complete any major capital projects but focused on basic pavement and facility maintenance needs. During this fiscal year, two new pieces of equipment were delivered including an M-B Companies MB5 multi-task combo unit, and an Oshkosh Aircraft Rescue Fire Fighting (ARFF) truck. Acquisition of new snow removal equipment remains key to maintaining the airfield and bolstering/replacing an aged fleet and has been a high priority for the Authority. The new ARFF truck is paramount in maintaining our Federal Part 139 requirements.

#### **Requests for Information**

This financial report is designed to provide a general view of the Authority's finances for all those with an interest in the government's finances. Questions concerning any information contained provided in this report may be directed to the Airport Director, 1616 Airport Circle, Hailey, ID 83333.

**FRIEDMAN MEMORIAL AIRPORT AUTHORITY**

**STATEMENTS OF NET POSITION  
ENTERPRISE FUND**  
**September 30, 2025 and 2024**

<b>ASSETS</b>	<b>2025</b>	<b>2024</b>
<b>Current Assets:</b>		
Cash and cash equivalents	\$ 25,027,375	\$ 20,224,199
Operating accounts receivable	819,287	432,739
Due from other governments	1,293,548	657,134
Leases receivable	138,852	126,037
Interest receivable	49,322	56,369
Prepaid expenses	144,804	5,021
Restricted cash and cash equivalents:		
BLM	5,500	5,500
Total Current Assets	<u>27,478,688</u>	<u>21,506,999</u>
<b>Noncurrent Assets:</b>		
Leases receivable, noncurrent	331,913	468,512
Capital assets, net of accumulated depreciation and amortization	67,329,163	69,494,662
Total Noncurrent Assets	<u>67,661,076</u>	<u>69,963,174</u>
Total Assets	<u>95,139,764</u>	<u>91,470,173</u>
<b>LIABILITIES</b>		
<b>Current Liabilities:</b>		
Trade accounts payable	137,116	140,276
Payable City of Hailey	8,988	5,573
Accounts payable for capital improvements	211,998	121,900
Accrued payroll and benefits	17,968	18,155
Customer deposits	-	1,000
Current portion of long-term liabilities	215,658	204,898
Total Current Liabilities	<u>591,728</u>	<u>491,802</u>
<b>Long-Term Liabilities:</b>		
Leases payable	409,630	271,750
Accrued compensated absences	128,226	183,148
Current portion of long-term liabilities	(215,658)	(204,898)
Total Long-Term Liabilities	<u>322,198</u>	<u>250,000</u>
Total Liabilities	<u>913,926</u>	<u>741,802</u>
<b>DEFERRED INFLOWS OF RESOURCES</b>		
Leases	389,393	496,080
Total Deferred Inflows of Resources	<u>389,393</u>	<u>496,080</u>
<b>NET POSITION</b>		
Net investment in capital assets	66,919,533	69,222,912
Restricted	5,500	5,500
Unrestricted	26,911,412	21,003,879
Total Net Position	<u>\$ 93,836,445</u>	<u>\$ 90,232,291</u>

See Accompanying Notes to Financial Statements

**FRIEDMAN MEMORIAL AIRPORT AUTHORITY**

**STATEMENTS OF REVENUE, EXPENSES AND CHANGES IN NET POSITION  
ENTERPRISE FUND**  
**For the Years Ended September 30, 2025 and 2024**

	<u>2025</u>	<u>2024</u>
<b>Operating Revenue:</b>		
Airlines	\$ 917,312	\$ 800,708
Automobile rental	988,771	904,909
Auto parking	1,045,984	962,186
Rents, fees, commissions and leases	2,767,703	2,467,071
Fuel flowage fees	617,335	507,408
CFC passthrough revenue	320,064	297,595
Other operating revenue	39,746	3,118
Total Operating Revenue	<u>6,696,915</u>	<u>5,942,995</u>
<b>Operating Expenses:</b>		
Employee wages, benefits and taxes	2,112,166	2,047,330
Supplies	157,399	147,546
Utilities	230,708	260,277
Services and contracts	1,026,465	1,060,583
Repairs and maintenance	623,994	780,650
Insurance	118,832	86,828
Other operating expense	251,642	228,422
Depreciation	3,735,087	3,484,793
Amortization	121,358	106,698
Total Operating Expenses	<u>8,377,651</u>	<u>8,203,127</u>
Operating Income (Loss)	<u>(1,680,736)</u>	<u>(2,260,132)</u>
<b>Nonoperating Revenue (Expenses):</b>		
Passenger Facility Charges	453,891	440,810
Interest income	875,800	829,711
Interest expense	(17,639)	(2,083)
Gain (loss) on disposition of assets	21,904	13,048
Donation of asset	(159,257)	-
Impairment of assets	-	(46,068)
CRRSA/ARPA grants	2,848,479	2,034,490
Total Nonoperating Revenue (Expenses)	<u>4,023,178</u>	<u>3,269,908</u>
Income (Loss) before Capital Contributions	2,342,442	1,009,776
<b>Capital Contributions</b>	<u>1,261,712</u>	<u>2,086,840</u>
Change in Net Position	3,604,154	3,096,616
<b>Net Position, Beginning of Year</b>	<u>90,232,291</u>	<u>87,135,675</u>
<b>Net Position, End of Year</b>	<u>\$ 93,836,445</u>	<u>\$ 90,232,291</u>

See Accompanying Notes to Financial Statements

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

STATEMENTS OF CASH FLOWS  
ENTERPRISE FUND  
For the Years Ended September 30, 2025 and 2024

	<u>2025</u>	<u>2024</u>
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>		
Cash received from customers	\$ 6,326,464	\$ 5,857,184
Cash payments to employees for services and benefits	(2,167,275)	(2,038,393)
Cash payments to suppliers for goods and services	(2,548,568)	(2,628,549)
Net cash provided (used) by operating activities	<u>1,610,621</u>	<u>1,190,242</u>
<b>CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES</b>		
Noncapital financing	<u>2,848,479</u>	<u>2,468,051</u>
Net cash provided (used) by noncapital financing activities	<u>2,848,479</u>	<u>2,468,051</u>
<b>CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES</b>		
Proceeds from sales of capital assets	42,750	23,671
Acquisition and construction of capital assets	(1,524,593)	(3,566,615)
Payments on long-term debt	(118,478)	(116,440)
Interest payments on long-term debt	(17,639)	(2,083)
Grants and other amounts received for the purchase of capital assets	625,298	4,672,404
Passenger Facility Charges received for the purchase of capital assets	453,891	440,810
Net cash provided (used) by capital and related financing activities	<u>(538,771)</u>	<u>1,451,747</u>
<b>CASH FLOWS FROM INVESTING ACTIVITIES</b>		
Investment earnings	<u>882,847</u>	<u>807,266</u>
Net cash provided (used) by investing activities	<u>882,847</u>	<u>807,266</u>
<b>Net increase (decrease) in cash and cash equivalents</b>	<b>4,803,176</b>	<b>5,917,306</b>
<b>Balances - beginning of the year</b>	<b>20,229,699</b>	<b>14,312,393</b>
<b>Balances - end of the year</b>	<b><u>\$ 25,032,875</u></b>	<b><u>\$ 20,229,699</u></b>
<b>RECONCILIATION OF CASH BALANCES TO STATEMENTS OF NET POSITION</b>		
Cash and cash equivalents	\$ 25,027,375	\$ 20,224,199
Restricted cash and cash equivalents:		
BLM	5,500	5,500
Total cash balances on Statements of Net Position	<u>\$ 25,032,875</u>	<u>\$ 20,229,699</u>
<b>RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH PROVIDED (USED) BY OPERATING ACTIVITIES:</b>		
Operating income (loss)	<u>\$ (1,680,736)</u>	<u>\$ (2,260,132)</u>
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation	3,735,087	3,484,793
Amortization	121,358	106,698
Change in assets and liabilities:		
(Increase) decrease in operating accounts receivable	(386,548)	(59,489)
(Increase) decrease in leases receivable	123,784	153,728
(Increase) decrease in prepaid expenses	(139,783)	462
Increase (decrease) in accounts payable trade	255	(64,705)
Increase (decrease) in accrued payroll and benefits	(187)	573
Increase (decrease) in customer deposits	(1,000)	-
Increase (decrease) in accrued compensated absences	(54,922)	8,364
Increase (decrease) in deferred inflows of resources - leases	(106,687)	(180,050)
Total Adjustment and Changes	<u>3,291,357</u>	<u>3,450,374</u>
Net cash provided (used) by operating activities	<u>\$ 1,610,621</u>	<u>\$ 1,190,242</u>

## FRIEDMAN MEMORIAL AIRPORT AUTHORITY

### NOTES TO FINANCIAL STATEMENTS For the Years Ended September 30, 2025 and 2024

#### Note 1. **Summary of Significant Accounting Policies**

##### Organization

Effective May 16, 1994, Blaine County, Idaho, and the City of Hailey, Idaho, entered into a Joint Powers Agreement (JPA) creating the Friedman Memorial Airport Authority (Authority) for the purpose of operating and managing airport activities in Blaine County, Idaho. The JPA was amended and restated on May 18, 2021, and will remain valid through December 31, 2045. The JPA will automatically extend for successive ten-year terms unless the City and County agree to terminate it.

The Authority is a public entity of the State of Idaho and therefore the Authority's income is exempt from Federal and Idaho income taxes. The Authority is governed by a seven-member board with three members representing Blaine County, three members representing the City of Hailey and one member who is unanimously selected by the other six members. The Authority has hired employees to provide for the day-to-day operations and management.

Pursuant to the Joint Powers Agreement, all buildings, improvements, facilities, equipment, and personal property used by the Authority were conveyed by Blaine County and the City of Hailey to the Authority for use and benefit of the Authority and title thereof shall be held by the Authority. Upon termination of this Agreement, title to all buildings, improvements, facilities, equipment and personal property held by the Authority shall vest jointly in Blaine County and the City of Hailey.

##### Reporting Entity

Generally accepted accounting principles require government financial statements to include the primary government and its component units. Component units of a governmental entity are legally separate entities for which the primary government is considered to be financially accountable and for which the nature and significance of their relationship with the primary government are such that exclusion would cause the combined financial statements to be misleading or incomplete. The primary government is considered to be financially accountable if it appoints a majority of an organization's governing body and imposes its will on that organization. The primary government may also be financially accountable if an organization is fiscally dependent on the primary government, regardless of the authority of the organization's governing board.

Based on the application of the criteria set forth by the Governmental Accounting Standards Board (GASB), management has determined that the Authority does not have component units. Accordingly, the accompanying financial statements include only the operations of the Authority.

##### Measurement Focus and Basis of Accounting

The Authority's accounting policies conform to generally accepted accounting principles applicable to proprietary funds of governmental units. Proprietary funds are accounted for using the "economic resources" measurement focus and the accrual basis of accounting. Accordingly, all assets, deferred outflows of resources, liabilities (whether current or noncurrent), and deferred inflows of resources are included on the Statement of Net Position. The Statement of Revenues, Expenses and Changes in Fund Net Position presents increases (revenues) and decreases (expenses) in total net position. Under the accrual basis of accounting, revenues are recognized in the period in which they are earned while expenses are recognized in the period in which the liability is incurred, regardless of the timing of related cash flows.

Proprietary operating revenue, such as charges for services, result from exchange transactions associated with the principal activity of the operating unit. Exchange transactions are those in which each party receives and gives up essentially equal values. Nonoperating revenues, such as interest or capital contributions, result from nonexchange transactions or ancillary activities. Nonexchange transactions, in which the Authority gives (or receives) value without directly receiving (or giving) value in exchange, include grants, donations and passenger facility charges (PFC's). Revenue from grants and donations is recognized in the fiscal year in which all eligibility requirements have been satisfied. PFC's along with related interest earnings are recorded as deferred revenue until authorized for matching payments on construction projects under an FAA approved Application to Use. Once authorized to use, PFC receipts are recognized and recorded as nonoperating revenue in the year collected.

## FRIEDMAN MEMORIAL AIRPORT AUTHORITY

### NOTES TO FINANCIAL STATEMENTS For the Years Ended September 30, 2025 and 2024

#### Components of Net Position

GASB establishes standards for external financial reporting for state and local governments and components thereof. The Authority's net position is classified into three categories according to external restrictions or availability of assets for satisfaction of the Authority's obligations. The Authority's net position is classified as follows:

- *Net Investment in Capital Assets* – This represents the Authority's total investment in capital assets, net of outstanding obligations related to those capital assets. To the extent debt has been incurred, but not yet expended for capital assets, such amounts are not included as a component of net investment in capital assets.
- *Restricted* - This represents resources which the Authority is legally or contractually obligated to spend in accordance with restrictions imposed by external third parties.
- *Unrestricted* – This represents resources derived from operations that may be used at the discretion of the board of directors for any purpose.

When both restricted and unrestricted resources are available for use, it is the Authority's policy to use restricted resources first and then unrestricted resources as they are needed.

#### Cash and Cash Equivalents

For purposes of the statement of cash flows, cash and cash equivalents include cash in bank accounts and funds deposited in the State Treasurer's Local Government Investment Pool. Because the State Treasurer's Local Government Investment Pool is sufficiently liquid to permit withdrawal of cash at any time without prior notice or penalty, equity in the pool is deemed to be a cash equivalent. These funds are carried at cost which is not materially different than fair value.

#### Restricted Cash – BLM

This cash represents an amount required to be set aside as a performance bond by a communications use lease with the Bureau of Land Management. These funds are restricted as they must be held for the duration of the lease which terminates on December 31, 2031.

#### Accounts Receivable

Based upon past experience, uncollectible receivables are deemed immaterial by management and no allowance has been provided.

#### Prepaid Expenses

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items.

#### Compensated Absences

The Authority accrues accumulated unpaid vacation, comp time and sick leave along with associated employer-related costs when earned by the employee. Upon termination, employees are paid full value for any accrued vacation and comp time earned and 25% of sick leave time.

#### Capital Assets

Prior to October 1, 2018, only assets with a value over \$1,500 were capitalized. As of October 1, 2018, the Authority adopted a new policy to capitalize assets with a value over \$5,000. Capital assets are recorded at historical cost. Donated capital assets are recorded at their estimated fair market value when received. The Authority does include the cost of all infrastructure assets in capital assets. Assets held under capital leases are recorded at the lower of fair market value or the present value of future lease payments and amortized over the estimated life of the asset. Depreciation is calculated by the straight-line method over the estimated useful life of the depreciable property as follows:

Building and improvements	5 to 40 years
Airfield and general improvements	3 to 25 years
Office equipment	5 years
Security	3 to 5 years
Maintenance equipment and vehicles	5 to 20 years
Assessments, plans and studies	4 to 20 years
Right of use assets	Lease term

## FRIEDMAN MEMORIAL AIRPORT AUTHORITY

### NOTES TO FINANCIAL STATEMENTS For the Years Ended September 30, 2025 and 2024

#### Deferred Outflows/Inflows of Resources

In addition to assets, the statements of financial position may include a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expense/expenditure) until then. Currently, there are no items that qualify for reporting in this category.

In addition to liabilities, the statements of financial position may include a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net position that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. The statement of financial position reports the deferred portion of leases receivable as deferred inflows of resources.

#### Leases

The Authority is a lessor for noncancelable leases of office space. The Authority recognizes a lease receivable and a deferred inflow of resources in the financial statements. At the commencement of a lease, the Authority initially measures the lease receivable at the present value of payments expected to be received during the lease term. Subsequently, the lease receivable is reduced by the principal portion of the lease payments received. The deferred inflow of resources is initially measured as the initial amount of the lease receivable, adjusted for the lease payments received at or before the lease commencement date. Subsequently, the deferred inflow of resources is recognized as revenue over the life of the lease term.

The Authority is a lessee for noncancelable leases of equipment. The Authority recognizes a lease liability and an intangible right-to-use lease asset in the financial statements. At the commencement of a lease, the Authority initially measures the lease liability at the present value of payments expected to be made during the lease term. Subsequently, the lease liability is reduced by the principal portion of the lease payments made. The right-to-use asset is initially measured as the initial amount of the lease liability adjusted for lease payments made at or before the lease commencement date, plus certain initial direct costs. Right-to-use lease assets useful lives are determined by the length of the lease period and are amortized using the straight-line method. The Authority has elected to use the same capitalization thresholds for leased assets that it uses for those assets purchased.

Key estimates and judgments include how the Authority determines the discount rate and lease term it uses to discount the expected lease receipts/payments to present value. The Authority uses the market rate of interest at lease inception as the discount rate for leases. Lease term includes the noncancelable period of the lease. Lease receipts/payments included in the measurement of the lease receivable/payable are composed of fixed payments as outlined in the lease agreements.

#### Budget

The Authority is required by state law to adopt an annual budget. The budgetary basis differs from the basis of accounting used for the financial statements in multiple ways that are identified on the Reconciliation of Budgetary Basis to GAAP statement.

#### Use of Estimates

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

#### Adoption of New Accounting Pronouncements

During the fiscal year ended September 30, 2025, the following Governmental Accounting Standards Board (GASB) pronouncement was effective and implemented by the Authority.

*Statement No. 101, Compensated Absences:* This Statement updates the recognition and measurement guidance for compensated absences. It requires that liabilities for compensated absences be recognized for (1) leave that has not been used and (2) leave that has been used but not yet paid in cash or settled through noncash means. This Statement amends the existing requirement to disclose the gross increases and decreases in a liability for

## FRIEDMAN MEMORIAL AIRPORT AUTHORITY

### NOTES TO FINANCIAL STATEMENTS For the Years Ended September 30, 2025 and 2024

compensated absences to allow governments to disclose only the net change in the liability, as long as it is identified as a net change. The implementation of this new statement did not have a material effect on the financial statements.

The GASB has issued several statements implemented by the Authority. The Standards which will impact the Authority are as follows:

GASB Statement No. 103, *Financial Reporting Model Improvements*, issued April 2024 is effective for the Authority's fiscal year ending September 30, 2026. Statement No. 103 provides revised guidance for the MD&A, unusual or infrequent items, the proprietary fund operating statement format, expanded definitions for subsidies, reporting major discretely presented component units, budgetary comparisons, and certain financial trends information in the statistical section. This standard is not likely to have a financial impact on the Authority's net position, but will require the Authority to reorganize some elements of financial reporting.

GASB Statement No. 104, *Disclosure of Certain Capital Assets*, issued September 2024, is effective for the Authority's fiscal year ending September 30, 2026. Statement No. 104 requires separate reporting for certain right-to-use assets and the related amortization in the capital assets table. In addition, capital assets that are held for sale will be required to have additional disclosures, which outline the historical cost, accumulated depreciation, and debt that is secured by these assets. This standard will not have a financial impact on the Authority but will require expanded note disclosures for capital assets.

#### Note 2. Deposits and Investments

The following is a reconciliation of the Authority's deposit and investment balances as of September 30, 2025 and 2024:

	<u>2025</u>	<u>2024</u>
Bank deposits	\$ 2,725,527	\$ 1,502,699
Repurchase agreement	8,393,714	5,435,440
State of Idaho Local Government		
Investment Pool	13,913,634	13,291,560
	<u>\$ 25,032,875</u>	<u>\$ 20,229,699</u>

The Authority invests in the State of Idaho Local Government Investment Pool. These funds can be liquidated at cost as needed and are carried at cost which is not materially different than fair value. The invested amounts at year end are as listed above.

Deposit and Investment Policy - Idaho statute authorizes the Authority to invest in obligations of the U.S. Treasury, agencies and instrumentalities of the United States; general obligation or revenue bonds of the state of Idaho, any Idaho taxing district, or public corporations of the state of Idaho; repurchase agreements; tax anticipation bonds or notes; time deposit accounts and savings accounts in state depositories; and the State of Idaho's Local Government Investment Pool. The Authority's Investment Policy limits investment choices to interest-bearing accounts at approved financial institutions and the State of Idaho Local Government Investment Pool. The accounts are to be reviewed monthly by the Board's financial review committee.

Credit Risk - The Authority has no formal policy on managing credit risk. As of September 30, 2025 and 2024, the Authority's deposits and investment had the following credit ratings:

<u>Investment</u>	<u>2025</u>	<u>2024</u>	<u>Credit</u>
	<u>Fair Value</u>	<u>Fair Value</u>	<u>Rating</u>
Mountain West Checking	\$ 2,719,218	\$ 1,496,405	None
Mountain West Certificate of Deposit	6,309	6,294	None
Mountain West Repurchase Agreement	8,393,714	5,435,440	None
State of Idaho Local Government Investment Pool	13,913,634	13,291,560	None

Investment by the Authority in State of Idaho Local Government Investment Pool is considered unclassified as to credit risk because they are not evidenced by securities that exist in physical or book

## FRIEDMAN MEMORIAL AIRPORT AUTHORITY

### NOTES TO FINANCIAL STATEMENTS For the Years Ended September 30, 2025 and 2024

entry form. The type of investments allowed is regulated by *Idaho Code* and oversight is provided by the Idaho State Treasurer's Office.

**Custodial Credit Risk** - Custodial credit risk is the risk that, in the event of a bank failure, the Authority's bank deposits will not be returned to it. The Authority's investment policy does not limit the amount of deposits in approved and chosen financial institutions.

As of September 30, 2025, the carrying amount of the Authority's bank deposits was \$11,119,241 and the respective bank balances totaled \$11,361,287. The Authority's deposits at September 30, 2025, were covered by \$250,000 of insurance from the Federal Depository Insurance Corporation and \$8,608,837 of collateral leaving \$2,502,450 as unsecured or uninsured. The securities serving as collateral are held in the name of the financial institution and not that of the Authority.

As of September 30, 2024, the carrying amount of the Authority's bank deposits was \$6,938,139 and the respective bank balances totaled \$7,235,320. The Authority's deposits at September 30, 2024, were covered by \$250,000 of insurance from the Federal Depository Insurance Corporation and \$5,709,705 of collateral leaving \$1,275,615 as unsecured or uninsured. The securities serving as collateral are held in the name of the financial institution and not that of the Authority.

**Concentration of Credit Risk** - Concentration of credit risk is the risk of a loss attributed to the magnitude of an investment in a single issuer. The Authority's investment policy does not place limits on amounts invested in any one issuer. Pooled investments and investments issued or explicitly guaranteed by the U.S. Government are not considered a concentration credit risk. At September 30, 2025 and 2024, the Authority had more than 5% of its deposits and investments invested in a repurchase agreement with Mountain West Bank. At September 30, 2025, 100% of the repurchase agreement was invested in the Federal Home Loan Mortgage Association. At September 30, 2024, 100% of the repurchase agreement was invested in the Federal Home Loan Mortgage Association.

**Interest Rate Risk** - Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment the greater the sensitivity of its fair value to changes in market interest rates. The Authority does not have a formal investment policy that limits investment maturities as a means of managing its exposure to fair value losses arising from increasing interest rates.

The Authority had the following deposits and investments as of September 30, 2025 and 2024:

Investment	2025 Fair Value	Weighted		Weighted	
		Average Duration	2024 Fair Value	Average Duration	1 day
Repurchase agreement	\$ 8,608,837	1 day	\$ 5,435,440	84 days	1 day
Investment pool	13,913,634	68 days	13,291,560	3 yrs 16 days	84 days
Certificate of Deposit	6,309	2 yrs 16 days	6,294	3 yrs 16 days	not applicable
Demand deposits	2,719,218	not applicable	1,496,405	not applicable	

**FRIEDMAN MEMORIAL AIRPORT AUTHORITY**

**NOTES TO FINANCIAL STATEMENTS**  
For the Years Ended September 30, 2025 and 2024

**Note 3. Capital Assets**

Capital asset activity for the year ended September 30, 2025, was as follows:

	Balance 9/30/2024	Increase	Decrease	Transfer	Balance 9/30/2025
<b>Capital Assets not being Depreciated:</b>					
Land	\$ 22,344,463	\$ 1,672	\$ -	\$ -	\$ 22,346,135
Construction in progress*	<u>9,104,022</u>	<u>1,096,506</u>	<u>-</u>	<u>(8,688,068)</u>	<u>1,512,460</u>
<b>Total Capital Assets not being Depreciated</b>	<b><u>31,448,485</u></b>	<b><u>1,098,178</u></b>	<b><u>-</u></b>	<b><u>(8,688,068)</u></b>	<b><u>23,858,595</u></b>
<b>Capital Assets being Depreciated:</b>					
Buildings and improvements	6,848,916	74,618	-	-	6,923,534
Airfield and general improvements	60,342,546	192,155	-	8,678,796	69,213,497
Office equipment	89,103	33,350	-	-	122,453
Security	226,143	22,289	-	-	248,432
Maintenance equipment & vehicles	6,898,059	118,370	(727,948)	-	6,288,481
Assessments, plans & studies	7,604,996	75,731	-	9,272	7,689,999
Right to use leased assets –					
Equipment	<u>350,712</u>	<u>256,358</u>	<u>-</u>	<u>-</u>	<u>607,070</u>
<b>Total Capital Assets being Depreciated</b>	<b><u>82,360,475</u></b>	<b><u>772,871</u></b>	<b><u>(727,948)</u></b>	<b><u>8,688,068</u></b>	<b><u>91,093,466</u></b>
<b>Less Accumulated Depreciation and Amortization:</b>					
Buildings and improvements	(5,095,695)	(263,862)	-	-	(5,359,557)
Airfield and general improvements	(28,846,808)	(3,140,588)	-	-	(31,987,396)
Office equipment	(38,417)	(16,591)	-	-	(55,008)
Security	(145,975)	(18,830)	-	-	(164,805)
Maintenance equipment & vehicles	(2,942,430)	(268,294)	547,845	-	(2,662,879)
Assessments, plans & studies	(7,174,887)	(26,922)	-	-	(7,201,809)
Right to use leased assets –					
Equipment	<u>(70,086)</u>	<u>(121,358)</u>	<u>-</u>	<u>-</u>	<u>(191,444)</u>
<b>Total Accumulated Depreciation and Amortization</b>	<b><u>(44,314,298)</u></b>	<b><u>(3,856,445)</u></b>	<b><u>547,845</u></b>	<b><u>-</u></b>	<b><u>(47,622,898)</u></b>
<b>Total Capital Assets being Depreciated, Net</b>	<b><u>38,046,177</u></b>	<b><u>(3,083,574)</u></b>	<b><u>(180,103)</u></b>	<b><u>8,688,068</u></b>	<b><u>43,470,568</u></b>
<b>Total Capital Assets, net</b>	<b><u>\$ 69,494,662</u></b>	<b><u>\$ (1,985,396)</u></b>	<b><u>\$ (180,103)</u></b>	<b><u>\$ -</u></b>	<b><u>\$ 67,329,163</u></b>

\*Construction in progress includes amounts for five airport improvement projects, as listed in Note 13, that were not completed as of September 30, 2025. The largest of these projects totals \$1,629,111.

Capital asset activity for the year ended September 30, 2024, was as follows:

	Balance 9/30/2023	Increase	Decrease	Transfer	Balance 9/30/2024
<b>Capital Assets not being Depreciated:</b>					
Land	\$ 22,340,734	\$ 3,729	\$ -	\$ -	\$ 22,344,463
Construction in progress*	<u>9,677,491</u>	<u>734,458</u>	<u>-</u>	<u>(1,307,927)</u>	<u>9,104,022</u>
<b>Total Capital Assets not being Depreciated</b>	<b><u>32,018,225</u></b>	<b><u>738,187</u></b>	<b><u>-</u></b>	<b><u>(1,307,927)</u></b>	<b><u>31,448,485</u></b>
<b>Capital Assets being Depreciated:</b>					
Buildings and improvements	6,837,189	-	-	11,727	6,848,916
Airfield and general improvements	58,242,570	1,102,349	(2,705)	1,000,332	60,342,546
Office equipment	65,401	25,860	(2,158)	-	89,103
Security	194,077	32,066	-	-	226,143
Maintenance equipment & vehicles	5,937,809	1,603,715	(643,465)	-	6,288,059
Assessments, plans & studies	7,309,128	-	-	295,868	7,604,996
Right to use leased assets –					
Equipment	<u>298,456</u>	<u>350,712</u>	<u>(298,456)</u>	<u>-</u>	<u>350,712</u>
<b>Total Capital Assets being Depreciated</b>	<b><u>78,884,630</u></b>	<b><u>3,114,702</u></b>	<b><u>(946,784)</u></b>	<b><u>1,307,927</u></b>	<b><u>82,360,475</u></b>

**FRIEDMAN MEMORIAL AIRPORT AUTHORITY**

**NOTES TO FINANCIAL STATEMENTS**  
**For the Years Ended September 30, 2025 and 2024**

Less Accumulated Depreciation and Amortization:

Buildings and improvements	(4,832,454)	(263,241)	-	-	(5,095,695)
Airfield and general improvements	(26,007,705)	(2,841,808)	2,705	-	(28,846,808)
Office equipment	(26,800)	(13,775)	2,158	-	(38,417)
Security	(132,098)	(13,877)	-	-	(145,975)
Maintenance equipment & vehicles	(3,289,419)	(239,785)	586,774	-	(2,942,430)
Assessments, plans & studies	(7,062,580)	(112,307)	-	-	(7,174,887)
Right to use leased assets –					
Equipment	(252,641)	(115,901)	298,456	-	(70,086)
Total Accumulated Depreciation and Amortization	(41,603,697)	(3,600,694)	890,093	-	(44,314,298)
Total Capital Assets being Depreciated, Net	37,280,933	(485,992)	(56,691)	1,307,927	38,046,177
Total Capital Assets, net	<u>\$ 69,299,158</u>	<u>\$ 252,195</u>	<u>\$ (56,691)</u>	<u>\$ -</u>	<u>\$ 69,494,662</u>

\*Construction in progress includes amounts for five airport improvement projects that were not completed as of September 30, 2024. The largest of these projects totals \$4,576,912.

**Note 4. Accounts Receivable**

The Airport Director, under the direction of the Authority, charges fees and rents for parking (aircraft and automobiles), landing of aircraft, fuel flowage, hangars and concession commissions. Landing fees are based on the weight of the aircraft while parking fees are based on the class and weight of each aircraft. Auto parking is on a commission basis. The Authority clerk posts these charges on a regular basis and bills each user.

Based upon past experience, uncollectible receivables are deemed immaterial by management.

The Authority's uncollected accounts as of September 30, 2025 and 2024, are as follows:

	<u>2025</u>	<u>2024</u>
Current	\$ 549,229	\$ 315,349
30-60 days	8,715	853
60-90 days	245,140	98,845
90 days and over	<u>16,203</u>	<u>17,692</u>
	<u>\$ 819,287</u>	<u>\$ 432,739</u>
Due from other governments	<u>\$ 1,293,548</u>	<u>\$ 657,134</u>

**Note 5. Leases Receivable**

At September 30, 2025, the Authority reported leases receivable of \$470,765 of which \$138,852 was current and \$331,913 was noncurrent. It also reported lease revenue of \$123,784 and lease interest revenue of \$28,334 related to lease payments received. These leases are summarized as follows:

	Lease		
	<u>Lease Receivable</u>	<u>Lease Revenue</u>	<u>Interest Revenue</u>
TSA	\$ 357,962	\$ 22,974	\$ 19,452
Avis Budget	33,717	30,863	2,655
Hertz	45,369	41,527	3,572
Enterprise	<u>33,717</u>	<u>30,863</u>	<u>2,655</u>
Total	<u>\$ 470,765</u>	<u>\$ 126,227</u>	<u>\$ 28,334</u>

## FRIEDMAN MEMORIAL AIRPORT AUTHORITY

### NOTES TO FINANCIAL STATEMENTS For the Years Ended September 30, 2025 and 2024

At September 30, 2024, the Authority reported leases receivable of \$594,549 of which \$126,037 was current and \$468,512 was noncurrent. It also reported lease revenue of \$117,657 and lease interest revenue of \$35,016 related to lease payments received. These leases are summarized as follows:

	Lease Receivable	Lease Revenue	Lease Interest Revenue
TSA	\$ 380,935	\$ 21,801	\$ 20,624
Avis Budget	64,035	28,721	4,232
Hertz	85,806	38,513	5,828
Enterprise	63,773	28,622	4,332
<b>Total</b>	<b>\$ 594,549</b>	<b>\$ 117,657</b>	<b>\$ 35,016</b>

*TSA Lease* – On December 22, 2015, the Authority entered into a ten-year lease with the Transportation Security Administration (TSA) for the lease of office space in the terminal. The lease specifies a set monthly lease amount for each five-year period of the lease. After the first ten years, the lease may be renewed for two terms of five years at the option of the TSA, and the Authority believes that it is reasonably certain that they will do so. Based on this agreement, the Authority is receiving monthly payments through 2035.

*Avis Budget Lease* – On October 1, 2021, the Authority entered into a three-year lease with Avis Budget Rent-A-Car for the lease of a customer service counter and parking spaces. The lease agreement requires that the lease amount be adjusted annually for inflation. The initial term of the lease is for three years with an option for the Authority to extend the lease for an additional two years, and the Authority believes that it is reasonably certain that it will do so. Based on this agreement, the Authority is receiving monthly payments through 2026.

*Hertz Lease* – On October 1, 2021, the Authority entered into a three-year lease with Hertz Rent-A-Car for the lease of a customer service counter and parking spaces. The lease agreement requires that the lease amount be adjusted annually for inflation. The initial term of the lease is for three years with an option for the Authority to extend the lease for an additional two years, and the Authority believes that it is reasonably certain that it will do so. Based on this agreement, the Authority is receiving monthly payments through 2026.

*Enterprise Lease* – On October 1, 2021, the Authority entered into a three-year lease with Enterprise Rent-A-Car for the lease of a customer service counter and parking spaces. The lease agreement requires that the lease amount be adjusted annually for inflation. The initial term of the lease is for three years with an option for the Authority to extend the lease for an additional two years, and the Authority believes that it is reasonably certain that it will do so. Based on this agreement, the Authority is receiving monthly payments through 2026.

#### **Note 6. Long-term Liabilities**

Changes in long-term liabilities for the year ended September 30, 2025, are as follows:

	Balance at 10/01/2024	Additions	Reductions	Balance 9/30/2025	Amount due within 1 year
Leases	\$ 271,750	\$ 256,358	\$ 118,478	\$ 409,630	\$ 111,532
Compensated absences	183,148	-	54,922	128,226	104,126
	<b>\$ 454,898</b>	<b>\$ 256,358</b>	<b>\$ 173,400</b>	<b>\$ 537,856</b>	<b>\$ 215,658</b>

Changes in long-term liabilities for the year ended September 30, 2024, are as follows:

	Balance at 10/01/2023	Additions	Reductions	Balance 9/30/2024	Amount due within 1 year
Leases	\$ 46,681	\$ 350,712	\$ 125,643	\$ 271,750	\$ 61,585
Compensated absences	174,784	8,364	-	183,148	143,313
	<b>\$ 221,465</b>	<b>\$ 359,076</b>	<b>\$ 125,643</b>	<b>\$ 454,898</b>	<b>\$ 204,898</b>

## FRIEDMAN MEMORIAL AIRPORT AUTHORITY

### NOTES TO FINANCIAL STATEMENTS For the Years Ended September 30, 2025 and 2024

#### Leases:

Lease agreements at September 30, 2025, are summarized as follows:

<u>Description</u>	<u>Date</u>	<u>Payment Terms</u>	<u>Payment Amount</u>	<u>Interest Rate</u>	<u>Total Lease Liability</u>	<u>Balance at Year End</u>
Postage Meter 2024	10/1/2023	4.25 Years	\$ 1,321	6.50%	\$ 6,934	\$ 3,842
2023 Cat 972	10/6/2023	5 Years	58,964	6.50%	294,823	156,166
2024 Cat Compact Track Loader	4/22/2024	5 Years	18,938	6.50%	94,641	50,157
2024 Cat 972-14 Wheel Loader	11/21/2024	5 Years	56,893	5.49%	284,466	199,465
<b>Total Lease Agreements</b>						<b>\$409,630</b>

Lease agreements at September 30, 2024, are summarized as follows:

<u>Description</u>	<u>Date</u>	<u>Payment Terms</u>	<u>Payment Amount</u>	<u>Interest Rate</u>	<u>Total Lease Liability</u>	<u>Balance at Year End</u>
Postage Meter 2024	10/1/2023	4.25 Years	\$ 1,321	6.50%	\$ 6,934	\$ 4,871
279D Cat Compact Track Loader	10/1/2020	4 Years	9,659	4.95%	35,987	-
2019 Cat 972M Wheel Loader	10/1/2020	4 Years	38,899	3.79%	147,275	-
2023 Cat 972	10/6/2023	5 Years	58,964	6.50%	294,823	202,001
2024 Cat Compact Track Loader	4/22/2024	5 Years	18,938	6.50%	94,641	64,878
<b>Total Lease Agreements</b>						<b>\$271,750</b>

*Postage Meter Lease 2024* - The postage meter was leased for a term of four and a quarter years at a fixed interest rate of 6.50% and requires quarterly payments of \$330. The lease is not renewable and the Authority will not acquire the equipment at the end of the lease.

*279D Cat Compact Track Loader Lease* - The 279D Cat Compact Track Loader was leased for a term of four years at a fixed interest rate of 4.95% and requires annual payments of \$9,659. The lease is not renewable and the Authority will not acquire the equipment at the end of the lease.

*2019 Cat 972M Wheel Loader Lease* - The 2019 Cat 972M Wheel Loader was leased for a term of four years at a fixed interest rate of 3.79% and requires annual lease payments of \$38,899. The lease is not renewable and the Authority will not acquire the equipment at the end of the lease.

*2023 Cat 972 Lease* - The 2019 Cat 972 was leased for a term of five years at a fixed interest rate of 6.50% and requires annual lease payments of \$58,964. The lease is not renewable and the Authority will not acquire the equipment at the end of the lease.

*2024 Cat Compact Track Loader Lease* - The 2024 Cat Compact Track Loader was leased for a term of five years at a fixed interest rate of 6.50% and requires annual lease payments of \$18,938. The lease is not renewable and the Authority will not acquire the equipment at the end of the lease.

*2024 Cat 972-14 Wheel Loader Lease* - The 2024 Cat 972-14 Wheel Loader was leased for a term of five years at a fixed interest rate of 5.49% and requires annual lease payments of \$56,893. The lease is not renewable and the Authority will not acquire the equipment at the end of the lease.

Annual requirements to amortize lease liabilities and related interest are as follows:

<u>Year Ending September 30</u>	<u>Principal</u>	<u>Interest</u>
2026	\$ 111,532	\$ 24,585
2027	118,319	17,798
2028	125,522	10,594
2029	54,257	2,966
	<b>\$ 409,630</b>	<b>\$ 55,943</b>

#### Compensated Absences:

The total liability was \$128,226 and \$183,148 at September 30, 2025 and 2024, respectively.

## FRIEDMAN MEMORIAL AIRPORT AUTHORITY

### NOTES TO FINANCIAL STATEMENTS For the Years Ended September 30, 2025 and 2024

#### Note 7. **Pension Plan**

The Authority adopted the Friedman Memorial Airport 401(a) Plan (Plan) on January 1, 2015, for its employees. The Plan is a defined contribution money purchase pension plan administered by the Authority. Benefit terms, including contribution requirements, for the Plan are established and may be amended by the Authority. The Authority is required to contribute 11.61% of each employee's annual gross compensation to individual employee accounts for each employee. No employee contributions are permitted. The Authority recognized pension expense of \$166,650 and \$162,881 for the years ended September 30, 2025 and 2024, respectively. Employees are immediately vested in the contributions they receive and the earnings on those contributions. The Authority had no liability to the Plan at September 30, 2025 and 2024, respectively.

The Authority offers its employees a deferred compensation plan created in accordance with Internal Revenue Code 457. The plan requires all eligible employees to defer a minimum of 6.97% of their salary to future years. Employees contributed \$208,599 and \$173,338 for the years ended September 30, 2025 and 2024.

#### Note 8. **Risk Management**

The Authority is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters for which the Authority purchases commercial insurance. There has been no significant reduction in insurance coverage in the current year. Settlement amounts have not exceeded insurance coverage for the current year or the three prior years.

#### Note 9. **Concentrations**

The Authority enters into contracts with service providers at the Airport. During the current year, there were three airlines that provide scheduled commercial service, one fixed-base operator which is the sole fuel provider, one concessionaire and three rental car agencies.

#### Note 10. **Lease Revenue**

The Authority leases portions of its property to commercial airlines and fixed base operator(s) who provide support services to the airlines, general aviation users of the airport, and private hangar owners/operators. Hangars owned by the Authority are also leased out. The lease payments are paid quarterly. The long-term leases can only be terminated by buying out the lease and vary from 5 to 35 years. Some of these leases are increased annually by an inflation factor based on the CPI. These inflation rates are unknown and have not been included in amounts calculated. The cost of the leased space is not determinable because the leased portions of assets are not significant to the total square footage of the facility. These leases are regulated by the Federal Aviation Administration (FAA) and, as such, are excluded from the reporting requirements of GASB Statement No. 87, *Leases*.

Future minimum lease payments are as follows:

Year Ended <u>September 30</u>	
2026	\$ 1,060,798
2027	1,060,798
2028	1,060,798
2029	883,025
2030	425,972
2031 to 2035	2,306,991
2036 to 2038	168,003
Total	<u>\$ 6,966,385</u>

## FRIEDMAN MEMORIAL AIRPORT AUTHORITY

### NOTES TO FINANCIAL STATEMENTS For the Years Ended September 30, 2025 and 2024

#### **Note 11. Passenger Facility Charges**

*PFC 14-09-C-00-SUN/PFC 15-10-U-00-SUN:* Passenger Facility Charges (PFC) at the rate of \$4.50 per enplaned passenger have been imposed by the Authority under a Federal Aviation Administration (FAA) approved application, PFC 14-09-C-00-SUN/PFC 15-10-U-00-SUN, effective July 1, 2014 to July 1, 2028, in the amount of \$3,389,855. The total amount has been approved for use. PFC revenue is used as matching funds for capital projects funded with Airport Improvement Project funds. There was no deferred revenue at September 30, 2025 and 2024. Funds remaining for this PFC Application of \$164,390 were transferred to the new application, PFC 25-11-C-00-SUN, on December 31, 2024.

The following schedule shows the amounts collected and expended (excluding transferred funds):

	<u>2025</u>	<u>2024</u>
	<u>Receipts</u>	<u>Expenditures</u>
PFC 14-09-C-00-SUN/ PFC 15-10-U-00-SUN	\$ 37,853	\$ 44,330
		\$ 440,810
		\$ 270,000

*PFC 25-11-C-00-SUN:* Passenger Facility Charges (PFC) at the rate of \$4.50 per enplaned passenger have been imposed by the Authority under a Federal Aviation Administration (FAA) approved application, PFC 25-11-C-00-SUN, effective December 1, 2024 to April 1, 2026, in the amount of \$608,550. The total amount has been approved for use. PFC revenue is used as matching funds for capital projects funded with Airport Improvement Project funds. There was no deferred revenue at September 30, 2025. Funds remaining for PFC Application 14-09-C-00-SUN/15-10-U-00-SUN of \$164,390 were transferred to this PFC application on December 31, 2024.

The following schedule shows the amounts collected (excluding transferred funds) and expended:

	<u>2025</u>	<u>2024</u>
	<u>Receipts</u>	<u>Expenditures</u>
PFC 25-11-C-00-SUN	\$ 580,429	\$ 421,717
		\$ -
		\$ -

#### **Note 12. Capital Contributions**

During the years ended September 30, 2025 and 2024, the Authority received the following capital contributions:

	<u>2025</u>	<u>2024</u>
Federal grants	\$ 1,261,712	\$ 1,086,840
Other sources	-	1,000,000
	<u>\$ 1,261,712</u>	<u>\$ 2,086,840</u>

#### **Note 13. Commitments**

The Authority had seven open grants from the U.S. Department of Transportation Airport Improvement Program (AIP) as of September 30, 2025. A summary of these projects is as follows:

##### Project Description

AIP 54 Airport coronavirus Relief Grant Program (ACRGP)

AIP 57 Airport Rescue Grant

AIP 61 Reconstruct Airport Rotating Beacon, etc.

AIP 62 Airfield AGIS

AIP 63 Conduct Master Plan Study

AIP 64 Construct General Aviation Terminal

## FRIEDMAN MEMORIAL AIRPORT AUTHORITY

### NOTES TO FINANCIAL STATEMENTS For the Years Ended September 30, 2025 and 2024

	Total <u>Budget</u>	Federal <u>Awards</u>	Expenditures <u>to date</u>
AIP 54	\$ 1,219,368	\$ 1,219,368	\$ 1,219,368
AIP 57	1,629,111	1,629,111	1,629,111
AIP 61	927,430	869,466	743,897
AIP 62	151,641	142,163	151,641
AIP 63	760,000	722,000	228,458
AIP 64	<u>1,672,945</u>	<u>1,589,298</u>	<u>252,018</u>
	<u><u>\$ 6,360,495</u></u>	<u><u>\$ 6,171,406</u></u>	<u><u>\$ 4,224,493</u></u>

#### **Note 14. Contingencies**

The Authority has been committed to partnering with the community and the FAA to improve air service and maintain an acceptable level of safety at the current site while also maintaining that the airport may need to be relocated in the future. This "Dual Path Forward" is the preferred approach to addressing the airport within the community. The dual path approach supports the community's desire to maintain or increase air service, maintains an acceptable level of safety and reliability at the existing airport and enables the Authority to continue researching other alternatives. The Authority is committed to continue the endeavor to relocate the airport when and if an acceptable site can be identified and funding can be secured.

#### **Note 15. Related Party Transactions**

The City of Hailey, Idaho, is one of the entities that created the Authority by entering into a Joint Powers Agreement. The Authority pays the City of Hailey for sewer, water and garbage collection at the same rates as other customers. Other services may also be contracted for at comparable rates as others are charged.

The amounts paid for these services are as follows:

	<u>2025</u>	<u>2024</u>
Utilities for FMAA	\$ 65,648	\$ 42,767
Security	4,787	-
AIP 64 Expenditures	38,167	-

The amount due to the City of Hailey at September 30, 2025, is \$8,988 and was paid within 60 days. The amount due to the City of Hailey at September 30, 2024, is \$5,573 and was paid within 60 days.

#### **Note 16. COVID-19 Pandemic**

On March 11, 2020, the World Health Organization declared the outbreak of a respiratory disease caused by a new coronavirus a pandemic. First identified in late 2019 and now known as COVID-19, the outbreak impacted thousands of individuals worldwide. In response, many countries implemented measures to combat the outbreak that impacted global business operations. These measures included international travel restrictions and, in some states, orders to stay home. As a result, domestic travel across the United States significantly declined. The pandemic and the resulting restrictions caused disruption in aviation activity and passenger traffic at Friedman Memorial Airport Authority and at airports around the world.

On March 25, 2020, Congress and the White House agreed to a COVID-19 assistance package, which includes \$10 billion from the federal General Fund to remain available until expended for airports to prevent, prepare for, and respond to coronavirus. Through the assistance package, which was signed into law as the Coronavirus Aid, Relief, and Economic Security Act (the "CARES Act"), the Authority received grant awards of \$2,848,479, of which 100% of the funding was used as of September 30, 2025.

## **SUPPLEMENTARY INFORMATION**

**FRIEDMAN MEMORIAL AIRPORT AUTHORITY**

**SCHEDULE OF REVENUE, EXPENDITURES AND CHANGES IN  
NET POSITION - BUDGET AND ACTUAL  
For the Year Ended September 30, 2025**

	<u>Budgeted Amounts</u>		<u>Actual</u>	<u>Over</u>
	<u>Original</u>	<u>Final</u>	<u>Budgetary Basis</u>	<u>(Under) Budget</u>
<b>Operating Revenue:</b>				
Airlines	\$ 816,600	\$ 816,600	\$ 917,312	\$ 100,712
Automobile rental	836,800	836,800	1,022,351	185,551
Auto parking	900,600	900,600	1,045,984	145,384
Rents, fees, commissions and leases	2,668,608	2,668,608	2,779,554	110,946
Fuel flowage fees	464,500	464,500	617,335	152,835
CFC Passthrough revenue	400,000	400,000	320,064	(79,936)
Other operating revenue	2,000	2,000	39,746	37,746
Total Operating Revenue	<u>6,089,108</u>	<u>6,089,108</u>	<u>6,742,346</u>	<u>653,238</u>
<b>Operating Expenses:</b>				
Employee wages, benefits and taxes	2,193,246	2,193,246	2,167,088	(26,158)
Supplies	290,764	290,764	292,195	1,431
Utilities	258,500	258,500	230,708	(27,792)
Services and contracts	1,194,765	1,194,765	1,026,465	(168,300)
Repairs and maintenance	808,350	808,350	623,994	(184,356)
Insurance	120,000	120,000	118,832	(1,168)
Other operating expense	293,466	293,466	252,963	(40,503)
Total Operating Expenses	<u>5,159,091</u>	<u>5,159,091</u>	<u>4,712,245</u>	<u>(446,846)</u>
Operating Income	<u>930,017</u>	<u>930,017</u>	<u>2,030,101</u>	<u>1,100,084</u>
<b>Nonoperating Revenue and (Expenses):</b>				
Passenger Facility Charges	440,000	440,000	453,891	13,891
Interest income	250,000	250,000	847,466	597,466
Gain (loss) on disposition of assets	-	-	21,904	21,904
Donation of Assets	-	-	(159,257)	(159,257)
Federal grants	900,000	900,000	2,848,479	1,948,479
Total Nonoperating Revenue and (Expenses)	<u>1,590,000</u>	<u>1,590,000</u>	<u>4,012,483</u>	<u>2,422,483</u>
Capital Contributions	<u>200,000</u>	<u>200,000</u>	<u>1,261,712</u>	<u>1,061,712</u>
Capital Expenditures	<u>(4,825,000)</u>	<u>(4,825,000)</u>	<u>(1,614,692)</u>	<u>3,210,308</u>
Change in Net Position	<u>\$ (2,104,983)</u>	<u>\$ (2,104,983)</u>	<u>\$ 5,689,604</u>	<u>\$ 7,794,587</u>

**FRIEDMAN MEMORIAL AIRPORT AUTHORITY**

**RECONCILIATION OF BUDGETARY BASIS TO GAAP**  
**For the Year Ended September 30, 2025**

	<u>Actual Budgetary Basis</u>	<u>GAAP Basis</u>	<u>Difference</u>	<u>Number of Explanation</u>
<b>Operating Revenue:</b>				
Airlines	\$ 917,312	\$ 917,312	\$ -	
Automobile rental	1,022,351	988,771	(33,580)	4,5,6
Auto parking	1,045,984	1,045,984	-	
Rents, fees, commissions and leases	2,779,554	2,767,703	(11,851)	4,5,6
Fuel flowage fees	617,335	617,335	-	
CFC passthrough revenue	320,064	320,064	-	
Other operating revenue	39,746	39,746	-	
Total Operating Revenue	<u>6,742,346</u>	<u>6,696,915</u>	<u>(45,431)</u>	
<b>Operating Expenses:</b>				
Employee wages, benefits and taxes	2,167,088	2,112,166	(54,922)	1
Supplies	292,195	157,399	(134,796)	8
Utilities	230,708	230,708	-	
Services and contracts	1,026,465	1,026,465	-	
Repairs and maintenance	623,994	623,994	-	
Insurance	118,832	118,832	-	
Other operating expense	252,963	251,642	(1,321)	8
Depreciation	-	3,735,087	3,735,087	2
Amortization	-	121,358	121,358	2
Total Operating Expenses	<u>4,712,245</u>	<u>8,377,651</u>	<u>3,665,406</u>	
Operating Income	<u>2,030,101</u>	<u>(1,680,736)</u>	<u>(3,710,837)</u>	
<b>Nonoperating Revenue and (Expenses):</b>				
Passenger Facility Charges	453,891	453,891	-	
Interest income	847,466	875,800	28,334	4
Interest expense	-	(17,639)	(17,639)	7
Gain (loss) on disposition of assets	21,904	21,904	-	
Donation of asset	(159,257)	(159,257)	-	
Federal grants	2,848,479	2,848,479	-	
Total Nonoperating Revenue and (Expenses)	<u>4,012,483</u>	<u>4,023,178</u>	<u>10,695</u>	
<b>Capital Contributions</b>	<u>1,261,712</u>	<u>1,261,712</u>	<u>-</u>	
<b>Capital Expenditures</b>	<u>(1,614,692)</u>	<u>-</u>	<u>1,614,692</u>	3
<b>Change in Net Position</b>	<u>\$ 5,689,604</u>	<u>\$ 3,604,154</u>	<u>\$ (2,085,450)</u>	

1. Accruals of compensated absences are not budgeted but are reported for GAAP.
2. Depreciation and amortization expense is not budgeted but is reported for GAAP.
3. Capital asset purchases are budgeted as an expense but are reported as an asset for GAAP.
4. The interest portion of lease receivable payments received is budgeted as rent revenue but reported as interest income for GAAP.
5. Principal received on leases receivable is budgeted as rent revenue but reported as a reduction to leases receivable for GAAP.
6. Amortization of deferred inflow of resources for leases is not budgeted but is reported as rent revenue for GAAP.
7. The interest portion of lease payable payments paid is budgeted as operating expenses but reported as interest expense for GAAP.
8. Principal paid on leases payable is budgeted as operating expense but reported as a reduction to leases payable for GAAP.

## **FEDERAL REPORTS**

**INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

To the Board  
Friedman Memorial Airport Authority  
Hailey, Idaho

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Governmental Auditing Standards* issued by the Comptroller General of the United States, the financial statements of Friedman Memorial Airport Authority, as of and for the year ended September 30, 2025, and the related notes to the financial statements, which collectively comprise Friedman Memorial Airport Authority's basic financial statements, and have issued our report thereon dated December 19, 2025.

**Report on Internal Control over Financial Reporting**

In planning and performing our audit of the financial statements, we considered Friedman Memorial Airport Authority's internal control over financial reporting (internal control) as a basis for designing procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of The Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of The Authority's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

**Report on Compliance and Other Matters**

As part of obtaining reasonable assurance about whether The Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under Government Auditing Standards.

### **Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

Meridian, Idaho  
December 19, 2025

## **INDEPENDENT AUDITORS' REPORT ON COMPLIANCE FOR A MAJOR PROGRAM AND ON INTERNAL CONTROL OVER COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE**

To the Board  
Friedman Memorial Airport Authority  
Hailey, Idaho

### **Report on Compliance for Airport Improvement Program**

#### ***Opinion on Compliance for Airport Improvement Program***

We have audited Friedman Memorial Airport Authority's (The Authority) compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on Airport Improvement Program for the year ended September 30, 2025.

In our opinion, The Authority complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its Airport Improvement Program for the year ended September 30, 2025.

#### ***Basis for Opinion on Airport Improvement Program***

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*); and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of The Authority and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the Airport Improvement Program. Our audit does not provide a legal determination of The Authority's compliance with the compliance requirements referred to above.

#### ***Responsibilities of Management for Compliance***

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to the Authority's Airport Improvement Program.

### ***Auditor's Responsibilities for the Audit of Compliance***

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on The Authority's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about The Authority's compliance with the requirements of the Airport Improvement Program.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding The Authority's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
- Obtain an understanding of The Authority's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of The Authority's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

### ***Other Matters***

The results of our auditing procedures disclosed instances of noncompliance, which are required to be reported in accordance with the Uniform Guidance and which are described in the accompanying schedule of findings and questioned costs as items. Our opinion on The Authority's Airport Improvement Program is not modified with respect to these matters. *Government Auditing Standards* requires the auditor to perform limited procedures on The Authority's response to the noncompliance findings identified in our audit described in the accompanying schedule of findings and questioned costs. The Authority's response was not subjected to the other auditing procedures applied in the audit of compliance and, accordingly, we express no opinion on the response.

### ***Report on Internal Control over Compliance***

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or combination of deficiencies in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed. *Government Auditing Standards* requires the auditor to perform limited procedures on The Authority's response to the internal control over compliance findings identified in our audit described in the accompanying schedule of findings and questioned costs. The Authority's response was not subjected to the other auditing procedures applied in the audit of compliance and, accordingly, we express no opinion on the response.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Meridian, Idaho  
December 19, 2025

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

**SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS**  
For the year Ended September 30, 2025

<b>Federal Grantor Program Title:</b>	<b>Federal Assistance Listing Number</b>	<b>Total Federal Expenditures</b>
<u>Department of Transportation Programs</u>		
Airport Improvement Program	20.106	\$ 1,261,712
COVID-19 Airport Improvement Program (ACRGP)	20.106	1,219,368
COVID-19 Airport Improvement Program (ARPA)	20.106	<u>1,629,111</u>
<i>Total Department of Transportation Programs</i>		<u>4,110,191</u>
<b>Total Expenditures of Federal Awards</b>		<u>\$ 4,110,191</u>

See accompanying notes to schedule of expenditures of federal awards.

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## FRIEDMAN MEMORIAL AIRPORT AUTHORITY

### NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS For the Year Ended September 30, 2025

#### **Note 1. Basis of Presentation**

The accompanying schedule of expenditures of federal awards (the Schedule) includes the federal award activity of Friedman Memorial Airport Authority under programs of the federal government for the year ended September 30, 2025. The information in this Schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the Schedule presents only a selected portion of the operations of Friedman Memorial Airport Authority, it is not intended to and does not present the financial position, changes in net position, or cash flows of Friedman Memorial Airport Authority.

#### **Note 2. Summary of Significant Accounting Policies**

Expenditures reported on the Schedule are reported on the accrual basis of accounting. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

#### **Note 3. Indirect Cost Rate**

Friedman Memorial Airport Authority has elected not to use the 10 percent de minimis indirect cost rate allowed under the Uniform Guidance.

**FRIEDMAN MEMORIAL AIRPORT AUTHORITY**

**SCHEDULE OF FINDINGS AND QUESTIONED COSTS**  
**For the Year Ended September 30, 2025**

**SECTION I – SUMMARY OF AUDIT RESULTS**

*Financial Statements*

Type of auditors' report issued:	Unmodified			
Internal control over financial reporting:				
• Material weakness identified?	<input type="checkbox"/>	yes	<input checked="" type="checkbox"/> X <input type="checkbox"/>	no
• Significant deficiencies identified that are not considered to be material weaknesses?	<input type="checkbox"/>	yes	<input checked="" type="checkbox"/> X <input type="checkbox"/>	none reported
Noncompliance material to the financial statements noted?				
Federal Awards				
Internal control over major programs:				
• Material weakness identified?	<input type="checkbox"/>	yes	<input checked="" type="checkbox"/> X <input type="checkbox"/>	no
• Significant deficiencies identified that are not considered to be material weaknesses?	<input type="checkbox"/>	yes	<input checked="" type="checkbox"/> X <input type="checkbox"/>	none reported
Type of auditors' report issued on compliance for major programs:	Unmodified			
Any audit findings disclosed that are required to be reported in accordance with Uniform Guidance 2 CFR 200.516?	<input type="checkbox"/>	yes	<input checked="" type="checkbox"/> X <input type="checkbox"/>	no
Identification of major programs:				
<u>Assistance Listing Number</u>	<u>Name of Federal Program</u>			
20.106	Airport Improvement Program			
Dollar threshold used to distinguish between type A and type B programs:	\$	1,000,000		
Auditee qualified as a low-risk auditee?	<input checked="" type="checkbox"/> X	yes	<input type="checkbox"/>	no

**FRIEDMAN MEMORIAL AIRPORT AUTHORITY**

**SCHEDULE OF FINDINGS AND QUESTIONED COSTS**  
**For the Year Ended September 30, 2025**

**SECTION II – FINANCIAL STATEMENT FINDINGS**

No findings related to the financial statements were noted which would be required to be reported under generally accepted governmental auditing standards (GAGAS).

**SECTION III – FEDERAL AWARD FINDINGS AND QUESTIONED COSTS**

No findings related to the schedule of expenditures of federal awards were noted which would be required to be reported under generally accepted governmental auditing standards (GAGAS) and the Uniform Guidance.



# Financial Statements

**Friedman Memorial Airport Authority**  
Passenger Facility Charge Program Financial Report  
September 30, 2025

**INDEPENDENT AUDITORS' REPORT ON COMPLIANCE WITH REQUIREMENTS  
APPLICABLE TO THE PASSENGER FACILITY CHARGE PROGRAM AND ON INTERNAL  
CONTROL OVER COMPLIANCE**

To the Board of  
Friedman Memorial Airport Authority  
Hailey, Idaho

**Report on Compliance for the Passenger Facility Charge Program**

***Opinion on the Passenger Facility Charge Program***

We have audited the Friedman Memorial Airport Authority's (the Authority's) compliance with the types of compliance requirements described in the *Passenger Facility Charge Audit Guide for Public Agencies* (the Guide), issued by the Federal Aviation Administration, that could have a direct and material effect on its passenger facility charge program for the year ended September 30, 2025.

In our opinion, the Authority complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its passenger facility charge program for the year ended September 30, 2025.

***Basis for Opinion on the Passenger Facility Charge Program***

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in *Government Auditing Standards (GAS)* issued by the Comptroller General of the United States (*Government Auditing Standards*); and the Guide. Our responsibilities under those standards and the Guide are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Board and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for the passenger facility charge program. Our audit does not provide a legal determination of the Board's compliance with the compliance requirements referred to above.

***Responsibility of Management for Compliance***

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to the Board's passenger facility charge program.

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[sorren.com](http://sorren.com)

### ***Auditor's Responsibilities for the Audit of Compliance***

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Board's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Guide will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material, if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about the Board's compliance with the requirements of the passenger facility charge program as a whole.

In performing an audit in accordance with GAAS, *Government Auditing Standards*, and the Guide, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
  - Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Board's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.
  - Obtain an understanding of the Board's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Guide, but not for the purpose of expressing an opinion on the effectiveness of the Board's internal control over compliance.
- Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

### ***Report on Internal Control over Compliance***

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of the passenger facility charge program on a timely basis. A material weakness in internal control over compliance is a deficiency, or combination of deficiencies, in internal control over compliance such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of the passenger facility charge program will not be prevented, or detected and corrected, on a timely basis. A significant deficiency in internal control over compliance is a deficiency, or combination of deficiencies, in internal control over compliance with a type of compliance requirement of the passenger facility charge program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses and significant deficiencies may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Meridian, Idaho  
December 19, 2025

**FRIEDMAN MEMORIAL AIRPORT AUTHORITY**  
**SCHEDULE OF EXPENDITURES OF PASSENGER FACILITY CHARGES**  
**Year Ended September 30, 2025 and Each Quarter During the Year Ended September 30, 2025**  
**With Cumulative Totals as of September 30, 2025**

	<u>September 30, 2024 Program Total</u>	<u>Quarter 1 October to December</u>	<u>Quarter 2 January to March</u>	<u>Quarter 3 April to June</u>	<u>Quarter 4 July to September</u>	<u>Year Ended September 30, 2025 Total</u>	<u>September 30, 2025 Program Total</u>
<b>Revenue:</b>							
Collections	\$ 3,430,351	\$ 37,644	\$ -	\$ -	\$ -	\$ 37,644	\$ 3,467,995
Rollover from prior PFC	84,403	-	-	-	-	-	84,403
Interest	1,638	209	-	-	-	209	1,847
<b>Total Revenue</b>	<b>3,516,392</b>	<b>37,853</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>37,853</b>	<b>3,554,245</b>
<b>Disbursements:</b>							
<b>Application 14-09-C-00-SUN/15-10-U-00-SUN</b>							
001 RSA Formulation	45,751	-	-	-	-	-	45,751
002 Acquire SRE	472,279	-	-	-	-	-	472,279
003 Master Tax Plan	627,668	-	-	-	-	-	627,668
004 Relocate SW Taxilane Bypass	92,041	-	-	-	-	-	92,041
005 Relocate GA Apron	75,247	-	-	-	-	-	75,247
006 Perimeter Fence Relocation	11,363	-	-	-	-	-	11,363
007 RSA Grading	240,719	-	-	-	-	-	240,719
008 Relocate Taxiway A & Obliterate Taxiway B	393,222	-	-	-	-	-	393,222
009 Relocate Power to PAPI	5,398	-	-	-	-	-	5,398
010 Relocate AWOS	959	-	-	-	-	-	959
011 Relocate SRE/ARFF Building	302,596	-	-	-	-	-	302,596
012 Relocate Terminal Apron	110,662	-	-	-	-	-	110,662
013 Relocate Cargo Apron	48,600	-	-	-	-	-	48,600
014 Relocate Hangars	196,663	-	-	-	-	-	196,663
015 Rehabilitate Terminal Building	636,749	-	-	-	-	-	636,749
016 Relocate North Taxilane	15,590	-	-	-	-	-	15,590
017 Relocate Central Bypass Apron	8,098	33,765	-	-	-	33,765	41,863
018 Runway Rehabilitation	45,000	2,485	-	-	-	2,485	47,485
019 PFC Administration	16,920	8,080	-	-	-	8,080	25,000
Transferred to Application 25-11-C-00-SUN	-	164,390	-	-	-	164,390	164,390
<b>Total Disbursements</b>	<b>3,345,525</b>	<b>208,720</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>208,720</b>	<b>3,554,245</b>
<b>Net PFC Revenue</b>	<b>\$ 170,867</b>	<b>\$ (170,867)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (170,867)</b>	<b>\$ -</b>
<b>PFC Account Balance</b>	<b>\$ 170,867</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

See accompanying notes to Schedule of Expenditures of Passenger Facility Charges

**FRIEDMAN MEMORIAL AIRPORT AUTHORITY**

**SCHEDULE OF EXPENDITURES OF PASSENGER FACILITY CHARGES**

**Year Ended September 30, 2025 and Each Quarter During the Year Ended September 30, 2025**  
**With Cumulative Totals as of September 30, 2025**

	<u>September 30, 2024 Program Total</u>	<u>Quarter 1 October to December</u>	<u>Quarter 2 January to March</u>	<u>Quarter 3 April to June</u>	<u>Quarter 4 July to September</u>	<u>Year Ended September 30, 2025 Total</u>	<u>September 30, 2025 Program Total</u>
<b>Revenue:</b>							
Collections	\$ -	\$ -	\$ 108,425	\$ 122,749	\$ 184,322	\$ 415,496	\$ 415,496
Rollover from prior PFC	- -	164,390	-	-	-	164,390	164,390
Interest	- -	-	200	188	155	543	543
<b>Total Revenue</b>	<b>- -</b>	<b>164,390</b>	<b>108,625</b>	<b>122,937</b>	<b>184,477</b>	<b>580,429</b>	<b>580,429</b>
<b>Disbursements:</b>							
<b>Application 25-11-C-00-SUN</b>							
001 Expand Terminal Apron	- -	- -	146,000	47,219	- -	193,219	193,219
002 Conduct Environmental Study for Aquire Land	- -	- -	- -	8,521	- -	8,521	8,521
003 Remove Obstructions - Tree	- -	- -	- -	6,441	- -	6,441	6,441
004 Acquire SRE	- -	- -	- -	54,967	- -	54,967	54,967
005 Acquire ARFF	- -	- -	- -	48,569	- -	48,569	48,569
006 Acquire Land for Approaches	- -	- -	- -	- -	110,000	110,000	110,000
007 Reseal Aprons	- -	- -	- -	- -	- -	- -	- -
008 Reseal Taxilanes	- -	- -	- -	- -	- -	- -	- -
009 Remark Runways	- -	- -	- -	- -	- -	- -	- -
010 Conduct AGIS Obstruction Study	- -	- -	- -	- -	- -	- -	- -
011 Prepare Pavement Management Plan	- -	- -	- -	- -	- -	- -	- -
012 Replace Rotating Beacon	- -	- -	- -	- -	- -	- -	- -
013 Conduct ATCT Siting Study	- -	- -	- -	- -	- -	- -	- -
014 Conduct Environmental Study - ATCT	- -	- -	- -	- -	- -	- -	- -
015 PFC Administration	- -	- -	- -	- -	- -	- -	- -
<b>Total Disbursements</b>	<b>- -</b>	<b>- -</b>	<b>146,000</b>	<b>165,717</b>	<b>110,000</b>	<b>421,717</b>	<b>421,717</b>
<b>Net PFC Revenue</b>	<b>\$ -</b>	<b>\$ 164,390</b>	<b>\$ (37,375)</b>	<b>\$ (42,780)</b>	<b>\$ 74,477</b>	<b>\$ 158,712</b>	<b>\$ 158,712</b>
<b>PFC Account Balance</b>	<b>\$ -</b>	<b>\$ 164,390</b>	<b>\$ 127,015</b>	<b>\$ 84,235</b>	<b>\$ 158,712</b>	<b>\$ 158,712</b>	<b>\$ 158,712</b>

See accompanying notes to Schedule of Expenditures of Passenger Facility Charges

**FRIEDMAN MEMORIAL AIRPORT AUTHORITY**

**NOTES TO SCHEDULE OF EXPENDITURES OF PASSENGER FACILITY CHARGES**  
**For the Year Ended September 30, 2025**

**Note 1. Program Description**

The Schedule of Expenditures of Passenger Facility Charges presents only the activity of the Passenger Facility Charges Program of the Friedman Memorial Airport Authority. Passenger Facility Charges are fees imposed by the Authority on enplaned passengers for the purpose of generating revenue for Authority projects that increase capacity, increase safety, and/or mitigate noise impact.

PFC Application 14-09-C-00-SUN/15-10-U-00-SUN had \$164,390 in cash remaining after the application was fully funded which was transferred to PFC Application 25-11-C-00-SUN on December 31, 2024.

**Note 2. Basis of Accounting**

The Schedule of Expenditures of Passenger Facility Charges presents the revenues received from Passenger Facility Charges and expenditures incurred on approved projects on the cash basis of accounting.

**FRIEDMAN MEMORIAL AIRPORT AUTHORITY**

**PASSENGER FACILITY CHARGES SCHEDULE OF PRIOR AUDIT FINDINGS**  
**For the Year Ended September 30, 2025**

Findings Relating to Passenger Facility Charges

Prior-Year Finding (#2024-001 – Over-Collection of PFC Revenues)

In the prior year, auditors reported that the Airport continued collecting PFC revenues after the FAA-approved maximum for certain applications had been reached, resulting in excess collections totaling \$126,540. The condition was attributed to a lack of real-time monitoring of cumulative collections and miscommunication between departments.

Status and Corrective Action

Management addressed the finding by ceasing further collections for the affected applications and implementing procedures to monitor cumulative PFC collections against approved project limits. As part of the corrective action, remaining cash balances from the fully-funded PFC Application 14-09-C-00-SUN/15-10-U-00-SUN—totaling \$164,390—were transferred to PFC Application 25-11-C-00-SUN on December 31, 2024, in accordance with FAA guidance. Management also initiated additional controls to prevent future over-collections. The finding is considered fully resolved.

Professional Services Agreement  
Task Order 26-02  
December 2025



## TASK ORDER 26-02

### Friedman Memorial Airport (SUN)

### Hailey, Idaho

### Runway and Taxiway Pavement Maintenance

In accordance with of the MASTER SERVICES AGREEMENT by and between Ardurra Group, Inc. ("Consultant") and the **Friedman Memorial Airport Authority** ("Client") dated February 2025 ("Agreement"), the parties agree as follows:

#### **SPECIFIC PROJECT DATA**

Task Order Number: 26-02

Project Number: 250311

Project Name: Runway and Taxiway Pavement Maintenance

Date of Task Order: January 6, 2026

#### **SCOPE OF SERVICES**

Attached as Exhibit A

#### **BASIS FOR PAYMENT**

Fees for services provided under this Task Order will be determined and billed on a Lump Sum and Time and Materials basis as follows:

• <b>Tasks 1-5 &amp; 7-8 (Lump Sum)</b>	<b>\$175,007.30</b>
• <b>Task 6 (Time &amp; Materials)</b>	<b>\$85,854.85</b>
<b>Total</b>	<b>\$260,860.15</b>

#### **APPROVAL AND ACCEPTANCE**

Approval and Acceptance of this Task Order, including the attachments listed above, shall incorporate this Task Order as part of the Agreement. The clauses contained in the Agreement are incorporated by reference and remain in full force and are applicable with this Task Order.

**IN WITNESS WHEREOF**, the parties voluntarily and knowingly execute and agree to bind the parties to the terms of this Task Order.

FOR: FRIEDMAN MEMORIAL AIRPORT AUTHORITY

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

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

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

FOR: ARDURRA GROUP, INC.

By: Nathan Cuvala, P.E.

Title: SW Aviation Group Lead - Northwest

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

## **Exhibit A – Scope of Work**

### **Friedman Memorial Airport**

### **Hailey, Idaho**

#### **Runway 13/31 and Taxiway Pavement Maintenance**

The airport intends to proceed with an airfield pavement maintenance project. Proposed work includes the following generally described improvements:

1. Runway 13/31 Pavement Maintenance

The airport intends to crack seal, seal coat, and remark on Runway 13/31 including the paved shoulders and blast pad.

2. Taxiway B Pavement Maintenance

The airport intends to crack seal, seal coat, and remark on Taxiway B and all connecting taxiways as well as the taxiway pavement up to the movement area marking.

Work associated with this project includes the design, bidding, and construction phases. It is anticipated an FAA Airport Improvement Program (AIP) grant will fund 95% of eligible project costs (match for small hub and non-hub airports in Idaho is 95% in Fiscal Year 2026). The Friedman Memorial Airport will provide all other required funds. The estimated construction budget for the work items is approximately \$1,100,000.

Professional services anticipated include services necessary to accomplish the following:

- Contract Administration
- Planning and Formulation
- Preliminary Design
- Final Design
- Bidding Assistance
- Procurement / Construction Services
- Closeout Documentation
- Grant Administration and Additional Services

Services and associated expenses for Phases 1-5, and 7-8 of the project will be provided on a Lump Sum (LS) basis. Services associated with the construction or procurement (Phase 6) will be provided on a time and materials (T&M) basis.

#### **CONTRACTS AND BIDDING:**

There will be one set of bidding and construction/delivery documents produced for the pavement maintenance project. The bidding and construction documents will be structured to allow flexibility in award, depending on available funding. This agreement does not include any services related to repackaging or re-bidding work elements at a later date. If such services are necessary, they will be added by amendment or considered an additional service to this agreement.

## AVAILABLE INFORMATION:

- Design, construction and as-constructed drawings, survey data and geotechnical information from AIP 3-16-0018-032, 035, 036, 039, 040, 041, 043, 053, 056, and 058 projects, prepared by Ardurra (formerly T-O Engineers).
- Master Plan Report and Airport Layout Plan (ALP) drawings prepared by Mead & Hunt, 2018.

## PROJECT SCHEDULE:

The following dates summarize the target completion of significant project tasks.

ACTIVITY	COMPLETION
Submit Draft Scope to Owner and FAA	November 2025
Complete Fee Analysis	December 2025
Contract Negotiation Complete	December 2025
Contract Approval	January 2026
Complete Preliminary Design	January 2026
Complete Final Design and Plans Available	February 2026
Advertise for Bids	February 2026
Open Bids	March 2026
Airfield Pavement Maintenance Construction	June 2026
Final Pavement Markings	September 2026
Closeout	December 2026

Dates are subject to change, based on grant timing, weather and the needs of the Owner.

## SCOPE OF PROFESSIONAL SERVICES

### PHASE 1 – ADMINISTRATION

During the course of the Project, the following general administrative services shall be provided.

- 1.1 Coordinate with Owner to evaluate scope, budget, and approach to project.
- 1.2 Prepare a Work Order, including a detailed Scope of Work. Review the Scope with Owner and FAA and modify it as necessary, based on comments received. The Work Order shall also include a detailed cost proposal based on estimates of professional service man-hours, hourly rates, and lump-sum costs required to accomplish the design development and construction administration of the work.
- 1.3 IFE Coordination: Provide the scope of work and a blank cost proposal spreadsheet to the Airport. This information will be used in obtaining an Independent Fee Estimate from a third-party engineering consultant. One teleconference is anticipated to describe and discuss the project scope.
- 1.4 Advise and coordinate with the Owner and FAA through the Phase 1 tasks.
- 1.5 Project management and administration to include monthly cost accounting and budget analysis, invoicing and monitoring of project progress.

### PHASE 2 – PLANNING AND FORMULATION

The following Consultant tasks shall be considered planning and formulation relative to this project:

- 2.1 Prepare for and participate in a pre-design conference with FAA personnel and the Owner. This conference shall be conducted according to current guidance from the FAA Northwest Mountain Region. The conference will take place via conference call. After the meeting, prepare notes to document what was discussed.
- 2.2 Develop a preliminary Construction Safety and Phasing Plan (CSPP) for the Pavement Maintenance project. The CSPP shall clearly describe the different construction phases and aircraft operations during each phase. The preliminary CSPP shall be submitted to FAA for review and comment as early in the project development process as possible. Coordination with the airport, users and airlines is anticipated in the formulation of the CSPP. Coordinate with the airport to determine runway closure dates.
- 2.3 Prepare preliminary opinions of construction cost and construction time required to complete the construction of the various elements for each project. Summarize and submit to the Owner and FAA for review and discussion.
- 2.4 Coordinate internally with Ardurra staff during this phase of the project to discuss key aspects of the design.
- 2.5 Coordinate with the Owner and FAA during this phase of the project. This will include one meeting with the Airport Staff to discuss the preliminary CSPP(s), review drawings, and refine the project

approach, schedule, phasing, and budget. This meeting will be held in Hailey with two members of the project team in attendance. This task includes travel time.

### **PHASE 3 – PRELIMINARY DESIGN**

The preliminary design services shall commence upon completion of Phase 2 tasks. Preliminary design phase services shall include:

- 3.1 Develop a pavement marking plan in compliance with AC 150/5340-1M Standards for Airport Markings.
- 3.2 Prepare an exhibit illustrating the project(s) and submit to FAA for Initial Project Airspace Review into OE/AAA website.
- 3.3 Research and coordinate with the FAA on the eligibility of repairing or replacing the existing thermoplastic holdlines, surface painted hold position signs, and enhanced taxiway centerline markings.
- 3.4 Prepare Pavement Maintenance preliminary construction specifications and bid documents. Specifications shall be based on the current version of FAA AC 150/5370-10 "Standards for Specifying Construction on Airports". Bid documents shall include Notice Inviting Bids, Bid Schedules, Agreement, forms, and other contract documents and "boilerplate" items necessary to solicit bids and execute contracts following award.
- 3.5 Prepare a preliminary design and construction plan set to a completion level of approximately 75% (estimate 15 sheets of which 5 are the CSPP sheets) for the Pavement Maintenance project.
- 3.6 Coordinate with the Airport to finalize phasing for work on Runway 13-31.
- 3.7 Submit plans to the Owner and FAA for review and comment. Meet with the Owner to review the plans and obtain additional direction for completion of the design and construction plans.
- 3.8 Revise preliminary cost estimates, based on the preliminary design.
- 3.9 Coordinate internally with Ardurra staff during this phase of the project to discuss key aspects of the design.
- 3.10 Conduct internal quality control review by a project manager outside of the project team.
- 3.11 Coordinate with the Owner and FAA during this phase of the project.

### **PHASE 4 – FINAL DESIGN**

The Final Design phase shall include the preparation of detailed construction plans and specifications, required design report, cost estimates, bid and contract documents suitable for obtaining competitive bids for the construction of improvements. Final Design Services shall include the following work tasks:

- 4.1 Revise Pavement Maintenance design to reflect comments from the Owner and FAA at the 75% design review phase.
- 4.2 Make revisions to the CSPP based on comments from the Owner and FAA. Submit the final CSPP, including narrative plan describing the project phasing, to the OE/AAA portal for airspace review.

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- 4.3 Prepare final design and construction plans. It is anticipated there will be 15 sheets in the Pavement Maintenance drawing set.
  - 4.4 Prepare final construction specifications and bid documents based on the current version of FAA AC 150/5370-10 "Standards for Specifying Construction on Airports".
  - 4.5 Prepare a final engineer's opinion of probable construction cost, based on the final design and recent bid results of similar projects.
  - 4.6 Prepare an Engineer's Design Report for the Pavement Maintenance project including plan review checklists in conformance with FAA guidelines and submit with plans and specifications for FAA review.
  - 4.7 Submit final design drawings, specifications, and design report to Owner and FAA for final review and comment. Revise drawings and specifications based on final review comments and prepare 100% documents. Submit one complete set of final documents to the Owner and one set of final documents to the FAA.
  - 4.8 Coordinate internally with Ardurra staff during this phase of the project to discuss key aspects of the design(s).
  - 4.9 Conduct internal quality control review by an aviation principal.
  - 4.10 Coordinate with the Owner and FAA during this phase of the project.

## PHASE 5 – BIDDING

Assist the Owner in the competitive sealed bid and contractor selection process. It is assumed there will be one bid package required for the pavement maintenance project. Prepare and process contract award and construction agreement documents for the Owner. Bidding phase services shall include the following tasks:

- 5.1 Administer the public bid advertisement process including bid document reproduction and distribution of documents to plan rooms, contractors and suppliers. Prepare advertisement and notice of solicitation for each project and submit to the appropriate newspaper(s) for publication. Maintain a "bidders list" and distribute plans as requested. Assist Owner in promoting bidder interest in an appropriate geographic area for project work tasks.
- 5.2 Prepare a detailed Pre-Bid Conference agenda and conduct a Pre-Bid Conference to familiarize bidders and interested parties with the construction project scope and requirements. Prepare and issue minutes of the conference after the meeting. The meeting will be held at the Airport. It is assumed two members of the project team will attend the Pre-Bid Conference. This task includes travel time.
- 5.3 Respond to questions that arise during the Contractors' bid preparation process. Issue addenda or other clarifications as required.
- 5.4 Assist the Owner in preparation for the project Bid Opening as required, including preparation of a Project Bid Summary form. It is not anticipated that the Consultant will attend the Bid Opening in Hailey.

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- 5.5 Review bids and prepare Recommendation of Award. Personnel in Ardurra's Meridian office will evaluate the qualifications of bidders, review the bid packages and forms submitted, and determine each Contractor's responsiveness to bidding criteria, including compliance with Buy American requirements. Provide Engineer's recommendation of award letter(s) to Owner.
  - 5.6 Prepare a detailed Bid Tabulation documenting the bid results of the pavement maintenance project and submit to the Owner and FAA.
  - 5.7 Prepare and distribute Notice of Award(s), Construction Agreement(s) and other contract documents. Review Construction Agreement, bonds and insurance documents submitted by the Contractors, and assist the Owner and Contractor in processing documents for the project.
  - 5.8 Coordinate with the FAA and Owner throughout the bidding and award process. Submit bid documentation including copies of all executed contract documents as required by the FAA.

## PHASE 6 – CONSTRUCTION ADMINISTRATION

During the construction phase, the Consultant shall administer all aspects of the construction contract over which the Consultant can be expected to have realistic control in order to assist the Owner in monitoring and documenting the construction process for design compliance, quality assurance, and cost control. Construction is scheduled for late Summer/early Fall and will be accomplished with partial closures of the taxiways. The second application of markings will be applied to all areas the following spring. Construction phase services shall more specifically include the following work tasks:

- 6.1 Provide pre-construction coordination; prepare a detailed Pre-Construction Conference agenda and displays; conduct a Pre-Construction Conference on behalf of the Owner at the Friedman Memorial Airport and prepare and distribute minutes of the Pre-Construction Conference; advise the FAA of Pre-Construction Conference dates and include FAA items in conference agenda. Complete the FAA Pre-Construction conference checklist. The Project Manager and both Resident Project Representatives (RPR) will attend the Pre-Construction Conference. This task includes travel time.
- 6.2 Review, comment on, and process Contractors' material submittals (including review of compliance with Buy American requirements), particularly the Work Schedule and Operational Safety Plan. Assist Contractor as required, clarifying and documenting specification and submittal requirements, and re-review submittals as necessary. Coordinate construction activity schedule with the Owner.
- 6.3 Provide two full-time RPRs to monitor and document construction activities, conformance with schedules, plans, and specifications; review and document construction quantities; document significant conversations, situations, events or changed conditions; document input or visits from local authorities and officials; prepare and submit routine inspection reports; and maintain a project diary. The construction will take place in two phases. The initial phase of construction is anticipated to last 6 working days with 2 full days of runway closure and intermittent runway closures around scheduled flights. Work hours will be 12 hours per day plus 1 hour for paperwork. The final phase for permanent markings is anticipated to take place over 5 days in September. This task includes travel time for both the initial phase of construction and final phase for permanent markings.

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- 6.4 Organize and conduct weekly construction meetings with the Owner, Contractor and others as appropriate. Contractor's schedule review and work progress will be discussed at all meetings. RPR's will hold these meetings on or near the construction site at the airport. Project Manager will also attend weekly meetings. It is anticipated that three (3) weekly meetings will be held during the project.
  - 6.5 Provide office administration support and assistance to the RPRs with senior design, management or other personnel as field activities may require.
  - 6.6 Review and approve Contractor monthly Pay Requests. Submit approved pay requests to the Owner for approval and payment. Assume three (3) Pay Requests including final.
  - 6.7 Conduct Substantial Completion and Final Completion Inspections with the Owner and Contractor. Produce substantial and final completion inspection certificates and document "punch list" items. The RPR will conduct the substantial completion inspection with the Owner and Contractor. The Project Manager will attend the final completion inspection in addition to the RPR.
  - 6.8 Assist the Owner with the review of Contractor Wage and EEO documentation review.
  - 6.9 Prepare, negotiate and process Contract Change Orders/Supplemental Agreements, as required. Man-hour estimates and costs are to be based on normal construction events as experienced by the Consultant for projects of this type and size.
  - 6.10 Coordinate with the Owner and FAA throughout the construction process.

## PHASE 7 – CLOSEOUT

Phase 7 shall consist of project closeout and documentation services. Operational phase services shall include the following tasks:

- 7.1 Prepare As-Constructed Revisions to Design and Construction Drawings. Provide Owner with copies of Record Drawings, including electronic copies (PDF) – one for Owner and one to be submitted to the FAA.
- 7.2 Document the Project work and accomplishments in a Final Construction Report in accordance with FAA guidelines, including all financial information, final FAA Forms SF 271 and SF 425, project certifications, etc.
- 7.3 Coordinate with the Contractor on the Owner's behalf to obtain lien releases from subcontractors and Prime Contractor(s) in preparation for final payment. Coordinate with Contractors, Owner and the Idaho State Tax Commission to obtain a tax release prior to releasing any retainage.
- 7.4 Assist the Owner with overall budget status analysis and reports, closeout documentation review, and coordination with the FAA, as requested by the Owner. Assist in preparation of required project closeout documentation, DBE accomplishment percentages, etc.

## PHASE 8 – ADDITIONAL SERVICES

Consultant shall provide the following services as "Additional Services":

- 8.1 Assist the Owner with Grant Administration tasks.

- 8.1.1 Prepare a Grant Application for submittal to FAA. Update the Grant Application for FAA-AIP funding assistance based on project bid results. Assist the Owner in the coordination of Grant Application submittal and process.
- 8.1.2 Assist the Owner to prepare and process required certifications for submittal to the FAA.
- 8.1.3 Assist the Owner with the preparation of annual SF 271 and SF 425.
- 8.1.4 Assist the Owner with annual performance reports.
- 8.1.5 Provide periodic project budget updates to the Owner during the progression of the work.
- 8.2 Provide the following services related to Federal Disadvantaged Business Enterprise requirements (DBE):
  - 8.2.1 Assist the Owner with Disadvantaged Business Enterprise (DBE) annual reporting for FY2026 and FY2027. Reporting will include review and analysis of the overall goal and previous awards and commitments for each fiscal year. If required, a corrective action plan will be prepared with specific steps and milestones to correct the problems identified in the analysis.
  - 8.2.2 Three Year DBE Goal Development: Develop the DBE goals for FY 2025-2027. Research and compile documentation on DBE and total firms within the market area. Serve as the numerator in contacting and consulting with business advocacy agencies. Calculate Three-Year DBE goals and develop a narrative summarizing the findings. Facilitate DBE Outreach for goal calculation. Submit a draft of the Three-Year DBE goal to the FAA ANM DBE Compliance Specialist. Coordinate with the FAA on the draft DBE goals. Consolidate all comments derived from Owner and FAA review. Prepare and submit the final Three-Year DBE Goals.
  - 8.2.3 Contact FAA to obtain the most recent revisions to Federal DBE Program requirements. Research and advise the Owner as to new program requirements and the Owners responsibilities as a grantee. Prepare a DBE program acceptable to the Owner and FAA per the requirements of the Federal DBE Program. Review contract documents and special provisions for compliance with Federal and FAA requirements.
- 8.3 Assist and coordinate with independent auditors in locating appropriate documents for performing an A-133 annual audit. In addition to finding appropriate project files, answer questions concerning Contractor's wage rates and interview forms as required.

Friedman Memorial Airport  
Runway 13/31 & Taxiway Pavement Maintenance  
Labor Worksheet

AIP TBD  
Exhibit B  
Basis of Cost Analysis  
November 2025

Task	Description	PM	PE	CM	EIT	PL	CT	PC	PA	Rate Schedule	Labor
		\$304	\$220	\$178	\$133	\$226	\$144	\$112	\$109	Billing Rate	
<b>Task 1 - Administration</b>											
1.1	Coordinate Scope, Budget & Approach with Owner	4								4	\$ 1,216.80
1.2	Prepare Work Order	8	12					4		24	\$ 5,527.40
1.3	Assist with IFE Coordination	2	4					2		8	\$ 1,714.60
1.4	Coordinate with Owner and FAA	2	4							6	\$ 1,489.80
1.5	Project Management and Administration	20						16	16	52	\$ 9,619.20
<b>Subtotal, Task 1</b>		<b>36</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>16</b>	<b>94</b>	<b>\$ 19,567.80</b>
<b>Task 2 - Planning and Formulation</b>											
2.1	Prepare for and Attend Pre-Design Conference Meeting	2	2					2		6	\$ 1,273.90
2.2	Develop Preliminary CSPP	2	4	12	24					42	\$ 6,807.00
2.3	Prepare Preliminary Opinions of Construction Cost & Time	2	4	8	16					30	\$ 5,034.60
2.4	Internal Coordination	2	2		2					6	\$ 1,314.40
2.5	Coordinate with Owner and FAA	4	4							8	\$ 2,098.20
<b>Subtotal, Task 2</b>		<b>12</b>	<b>16</b>	<b>20</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>92</b>	<b>\$ 16,528.10</b>
<b>Task 3 - Preliminary Design</b>											
3.1	Develop Pavement Marking Plan	1	4		16					21	\$ 3,308.00
3.2	Prepare Exhibit and Submit to OE/AAA		2		2					4	\$ 706.00
3.3	Research and Coordinate with FAA on Eligibility	2	4							6	\$ 1,489.80
3.4	Prepare Preliminary Specs and Bid Documents	2	24	12	8			8		54	\$ 9,990.80
3.5	Prepare Preliminary Design and Construction Plan Set	4	40		120					164	\$ 25,948.80
3.6	Coordinate with Airport to Finalize Phasing	4	2	2						8	\$ 2,013.10
3.7	Submit Plans to Owner and FAA		4							4	\$ 881.40
3.8	Revise Preliminary Cost Estimate	1	2		4					7	\$ 1,275.50
3.9	Internal Coordination	4	4		4					12	\$ 2,628.80
3.10	Internal Quality Control		4							4	\$ 1,216.80
3.11	Coordinate with Owner and FAA	4	4							8	\$ 2,098.20
<b>Subtotal, Task 3</b>		<b>26</b>	<b>90</b>	<b>14</b>	<b>154</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>292</b>	<b>\$ 51,557.20</b>
<b>Task 4 - Final Design</b>											
4.1	Revise Design based on Owner and FAA Comments	1	4		8					13	\$ 2,246.80
4.2	Revise CSPP	2	8		12					22	\$ 3,963.00
4.3	Prepare Final Design Plan Set (15 Sheets)	4	20		60					84	\$ 13,582.80
4.4	Prepare Final Construction Specifications and Bid Documents	4	12		8					24	\$ 4,922.20
4.5	Prepare Final Engineer's Cost Estimate	1	2		4					7	\$ 1,275.50
4.6	Prepare Engineer's Design Report	2	12		4					18	\$ 3,783.20
4.7	Submit Final Design Drawings, Specs & Design Report	2	4							6	\$ 1,489.80
4.8	Internal Coordination	4	4		4					12	\$ 2,628.80

Friedman Memorial Airport  
Runway 13/31 & Taxiway Pavement Maintenance  
Labor Worksheet

AIP TBD  
Exhibit B  
Basis of Cost Analysis  
November 2025

Task	Description	Labor									
		PM	PE	CM	EIT	PL	CT	PC	PA	Rate Schedule	
		\$304	\$220	\$178	\$133	\$226	\$144	\$112	\$109	Billing Rate	
4.9	Internal Quality Control	4							4	\$ 1,216.80	
4.10	Coordinate with Owner and FAA	4	4						8	\$ 2,098.20	
<b>Subtotal, Task 4</b>		<b>28</b>	<b>70</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>198</b>	<b>\$ 37,207.10</b>
<b>Task 5 - Bidding</b>											
5.1	Administer Public Bids	2	8		4			8		22	\$ 3,801.00
5.2	Prepare Pre-Bid Conference	8	12							20	\$ 5,077.80
5.3	Respond to Contractor's Questions	2	6							8	\$ 1,930.50
5.4	Assist Owner in Bid Opening	2	2							4	\$ 1,049.10
5.5	Review Bids and Prepare Recommendation of Award	1	4		4			2		11	\$ 1,941.00
5.6	Prepare Bid Tabulation	1	2					4		7	\$ 1,194.50
5.7	Prepare Notice of Award & Construction Agreements	4	8					4		16	\$ 3,429.20
5.8	Coordinate with Owner and FAA	2	4							6	\$ 1,489.80
<b>Subtotal, Task 5</b>		<b>22</b>	<b>46</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>94</b>	<b>\$ 19,912.90</b>
<b>Subtotal, Task 1-5</b>		<b>124</b>	<b>242</b>	<b>34</b>	<b>304</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>16</b>	<b>770</b>	<b>\$ 144,773.10</b>
<b>Task 6 - Construction Administration</b>											
6.1	Provide Pre-Construction Coordination	4	8	16	8					36	\$ 6,885.60
6.2	Review Contractor's Material Submittals		2	8	4					14	\$ 2,393.70
6.3	Construction Inspection			155	155					310	\$ 48,119.75
6.4	Weekly Construction Meetings	4	4							8	\$ 2,098.20
6.5	Provide Office Administration Support	8	8		8					24	\$ 5,257.60
6.6	Review Contractor Monthly Pay Requests	2	8							10	\$ 2,371.20
6.7	Conduct Substantial & Final Completion Inspections	8	8							16	\$ 4,196.40
6.8	Assist Owner with Contractor Wage and EEO	1	2					8		11	\$ 1,644.10
6.9	Prepare, Negotiate, & Process Change Orders	2	6							8	\$ 1,930.50
6.10	Coordinate with Owner and FAA	2	4							6	\$ 1,489.80
<b>Subtotal, Task 6</b>		<b>31</b>	<b>50</b>	<b>179</b>	<b>175</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>443</b>	<b>\$ 76,386.85</b>
<b>Task 7 - Closeout</b>											
7.1	Prepare As-Constructed Drawings	1	2		4					7	\$ 1,275.50
7.2	Prepare Final Construction Report	2	4		12			8		26	\$ 3,980.80
7.3	Coordinate with Contractor for Final Payment		4	2						6	\$ 1,237.00
7.4	Assist the Owner with Budget Analysis and Reports	2	4							6	\$ 1,489.80
<b>Subtotal, Task 7</b>		<b>5</b>	<b>14</b>	<b>2</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>45</b>	<b>\$ 7,983.10</b>
<b>Task 8 - Additional Services</b>											
8.1	Assist Owner with Grant Administration										
8.1.1	Prepare Grant Application	2	4		2			12		20	\$ 3,103.90
8.1.2	Prepare Required Certifications		2					4		6	\$ 890.30

Friedman Memorial Airport  
Runway 13/31 & Taxiway Pavement Maintenance  
Labor Worksheet

AIP TBD  
Exhibit B  
Basis of Cost Analysis  
November 2025

Task	Description	PM	PE	CM	EIT	PL	CT	PC	PA	Rate Schedule	Labor
		\$304	\$220	\$178	\$133	\$226	\$144	\$112	\$109	Billing Rate	
8.1.3	Prepare Annual SF271 and SF425	2						8		10	\$ 1,507.60
8.1.4	Assist Owner with Annual Performance Reports		4							4	\$ 881.40
8.1.5	Provide Budget Updates to Owner	4								4	\$ 1,216.80
8.2	DBE Services										
8.2.1	Assist Owner with DBE Annual Reporting		2			8		12		22	\$ 3,594.30
8.2.2	Update Three Year DBE Goal	1	2			12		6		21	\$ 4,126.50
8.2.3	Update DBE Program Requirements					12		6		18	\$ 3,381.60
8.3	Assist with Independent Audits	2	2					4		8	\$ 1,498.70
Subtotal, Task 8		11	16	0	2	32	0	52	0	113	\$ 20,201.10
Subtotal, Tasks 7-8		16	30	2	18	32	0	60	0	158	\$ 28,184.20
Total, Phases 1-8		171	322	215	497	32	0	118	16	1371	\$ 249,344.15

Phases 1-5 & 7-8 (Lump Sum)

1. Labor Costs

Classification	Title	Hours	Rate/Hour	Cost
PM	Project Manager	140	\$304.20	\$42,588.00
PE	Project Engineer	272	\$220.35	\$59,935.20
CM	Construction Manager	36	\$177.80	\$6,400.80
EIT	Engineer in Training	322	\$132.65	\$42,713.30
PL	Planner	32	\$225.60	\$7,219.20
CT	CADD Technician	0	\$144.15	\$0.00
PC	Project Coordinator	110	\$112.40	\$12,364.00
PA	Project Accountant	16	\$108.55	\$1,736.80
<b>Subtotal, Labor Costs:</b>		<b>928</b>		<b>\$172,957.30</b>

2. Subconsultant Fees

<b>Subtotal, Subconsultant Fees:</b>	<b>\$0.00</b>

3. Reimbursable Expenses

Description	Number	Unit Cost	Cost
Vehicle Travel (Per Mile)	600	\$0.75	\$450.00
Lodging (Per Night)	2	\$200.00	\$400.00
Meals (Lump Sum)	2	\$100.00	\$200.00
Document Reproduction (Lump Sum)	1	\$500.00	\$500.00
Phone, Postage, Legal Notice (Lump Sum)	1	\$500.00	\$500.00
<b>Subtotal, Reimbursable Expenses</b>			<b>\$2,050.00</b>

**TASKS 1-5 & 7-8 TOTAL FEE:** **\$175,007.30**

Phase 6 (Time & Materials)

1. Labor Costs

Classification	Title	Hours	Rate/Hour	Cost
PM	Project Manager	31	\$304.20	\$9,430.20
PE	Project Engineer	50	\$220.35	\$11,017.50
CM	Construction Manager	179	\$177.80	\$31,826.20
EIT	Engineer in Training	175	\$132.65	\$23,213.75
PL	Planner	0	\$225.60	\$0.00
CT	CADD Technician	0	\$144.15	\$0.00
PC	Project Coordinator	8	\$112.40	\$899.20
PA	Project Accountant	0	\$108.55	\$0.00
<b>Subtotal, Labor Costs:</b>		<b>443</b>		<b>\$76,386.85</b>

2. Subconsultant Fees

<b>Subtotal, Subconsultant Fees:</b>	<b>\$0.00</b>

3. Reimbursable Expenses

Description	Number	Unit Cost	Cost
Vehicle Travel (Per Mile)	2250	\$0.75	\$1,687.50
Lodging (Per Night)	26	\$200.00	\$5,200.00
Per Diem (Per Day)	26	\$80.00	\$2,080.00
Meals (Lump Sum)	2	\$150.00	\$300.00
Document Reproduction (Lump Sum)	1	\$150.00	\$150.00
Phone, Fax, Postage (Lump Sum)	1	\$50.00	\$50.00
<b>Subtotal, Reimbursable Expenses</b>			<b>\$9,468.00</b>

**TASKS 6 TOTAL FEE:** **\$85,854.85**

**TOTAL FEE, TASKS 1-8:** **\$260,862.15**

**RECORD OF NEGOTIATION  
FRIEDMAN MEMORIAL AIRPORT**

**DECEMBER 16, 2025**

Following is the Chronology of Project Formulation and a Record of Negotiations for Professional Services for FY 25 Runway 13/31 and Taxiway Pavement Maintenance

Prepared by: Tim Burke  
Airport Director  
Friedman Memorial Airport

From: Information contained in public files and provided by Ardurra Group, Inc.

1. The consulting firm, Ardurra Group, Inc. (Ardurra), was selected in 2025 to provide consulting services for projects at the airport. This selection was completed in accordance with FAA AC 150/5100-14E.
2. In August 2025, Ardurra began preparation of a Scope of Work and proposed Agreement for bidding and construction services relative to the proposed improvements. This Scope of Work was submitted for FAA review on November 26, 2025. Concurrence on the SOW was provided by the FAA on December 1, 2025.
3. Aeris was retained in December 2025 to provide an independent fee estimate (IFE) for the Agreement. A copy of the approved Scope of Work and blank fee spreadsheet was provided to Aeris for use in developing the IFE.
4. A cursory comparison of fees was done on December 9, 2025. Aeris' independent estimate totaled \$201,912.00 and Ardurra's fee was \$290,597.75. This was a difference of \$88,685.75 or 35% less than Ardurra's. Due to the large difference in fees, Ardurra was asked to review their fees and provide additional clarifications on the SOW where appropriate. This information was provided on December 10, 2025.
5. The revised IFE was received from Aeris on December 13, 2025.
6. Ardurra submitted a revised proposed fee on December 14, 2025.
7. A comparison of revised fees was finalized on December 16, 2025. Aeris' independent estimate totaled \$242,985.00. Ardurra's fee proposal is \$260,862.15. This is a difference of \$17,877.15 or 7.1% less than Ardurra's. A detailed analysis of the differences is included in the attached spreadsheet. The following general observations were made:
  - Aeris' total fee for Phases 1-8 is \$231,415.00. Ardurra's total fee for Phases 1-8 is \$249,344.15 or 7.1% higher than Aeris.
  - Aeris' and Ardurra's did not have subconsultant expenses.
  - Aeris' overall reimbursable expenses are \$11,570.00. Ardurra's overall reimbursable expenses are \$11,518.00 or 0.5% higher than Aeris.
8. After negotiation, all differences are deemed to be acceptable. The costs proposed by Ardurra are determined to be fair, reasonable and justified.

**FRIEDMAN MEMORIAL AIRPORT**  
**AIP GRANT # TBD**  
**INDEPENDENT FEE EVALUATION**

**RUNWAY 13/31 AND TAXIWAY PAVEMENT MAINTENANCE**  
**DETAILED COMPARISON**

LOADED LABOR	DESCRIPTION	ARDURRA	AERIS	DIFFERENCE FROM IFE
TASK				
1	Administration	\$19,567.80	\$17,877.00	\$1,690.80
2	Planning and Formulation	\$16,528.10	\$18,208.00	(\$1,679.90)
3	Preliminary Design	\$51,557.20	\$44,716.00	\$6,841.20
4	Final Design	\$37,207.10	\$33,838.00	\$3,369.10
5	Bidding	\$19,912.90	\$16,079.00	\$3,833.90
6	Construction Administration	\$76,386.85	\$70,865.00	\$5,521.85
7	Closeout	\$7,983.10	\$11,234.00	(\$3,250.90)
8	Additional Services	\$20,201.10	\$18,598.00	\$1,603.10
	Loaded Labor Subtotal - Tasks 1-8	\$249,344.15	\$231,415.00	\$17,929.15
	Subconsultant Services	\$0.00	\$0.00	\$0.00
	Reimbursables	\$11,518.00	\$11,570.00	(\$52.00)
<b>TOTAL</b>		<b>\$260,862.15</b>	<b>\$242,985.00</b>	<b>\$ 17,877.15</b>
			<b>% DIFFERENCE</b>	<b>7.1%</b>

## **APPROVED SCOPE OF WORK**

## **Exhibit A – Scope of Work**

### **Friedman Memorial Airport**

### **Hailey, Idaho**

#### **Runway 13/31 and Taxiway Pavement Maintenance**

The airport intends to proceed with an airfield pavement maintenance project. Proposed work includes the following generally described improvements:

1. Runway 13/31 Pavement Maintenance

The airport intends to crack seal, seal coat, and remark on Runway 13/31 including the paved shoulders and blast pad.

2. Taxiway B Pavement Maintenance

The airport intends to crack seal, seal coat, and remark on Taxiway B and all connecting taxiways as well as the taxiway pavement up to the movement area marking.

Work associated with this project includes the design, bidding, and construction phases. It is anticipated an FAA Airport Improvement Program (AIP) grant will fund 95% of eligible project costs (match for small hub and non-hub airports in Idaho is 95% in Fiscal Year 2026). The Friedman Memorial Airport will provide all other required funds. The estimated construction budget for the work items is approximately \$1,100,000.

Professional services anticipated include services necessary to accomplish the following:

- Contract Administration
- Planning and Formulation
- Preliminary Design
- Final Design
- Bidding Assistance
- Procurement / Construction Services
- Closeout Documentation
- Grant Administration and Additional Services

Services and associated expenses for Phases 1-5, and 7-8 of the project will be provided on a Lump Sum (LS) basis. Services associated with the construction or procurement (Phase 6) will be provided on a time and materials (T&M) basis.

#### **CONTRACTS AND BIDDING:**

There will be one set of bidding and construction/delivery documents produced for the pavement maintenance project. The bidding and construction documents will be structured to allow flexibility in award, depending on available funding. This agreement does not include any services related to repackaging or re-bidding work elements at a later date. If such services are necessary, they will be added by amendment or considered an additional service to this agreement.

## AVAILABLE INFORMATION:

- Design, construction and as-constructed drawings, survey data and geotechnical information from AIP 3-16-0018-032, 035, 036, 039, 040, 041, 043, 053, 056, and 058 projects, prepared by Ardurra (formerly T-O Engineers).
- Master Plan Report and Airport Layout Plan (ALP) drawings prepared by Mead & Hunt, 2018.

## PROJECT SCHEDULE:

The following dates summarize the target completion of significant project tasks.

ACTIVITY	COMPLETION
Submit Draft Scope to Owner and FAA	November 2025
Complete Fee Analysis	December 2025
Contract Negotiation Complete	December 2025
Contract Approval	January 2026
Complete Preliminary Design	January 2026
Complete Final Design and Plans Available	February 2026
Advertise for Bids	February 2026
Open Bids	March 2026
Airfield Pavement Maintenance Construction	June 2026
Final Pavement Markings	September 2026
Closeout	December 2026

Dates are subject to change, based on grant timing, weather and the needs of the Owner.

## SCOPE OF PROFESSIONAL SERVICES

### PHASE 1 – ADMINISTRATION

During the course of the Project, the following general administrative services shall be provided.

- 1.1 Coordinate with Owner to evaluate scope, budget, and approach to project.
- 1.2 Prepare a Work Order, including a detailed Scope of Work. Review the Scope with Owner and FAA and modify it as necessary, based on comments received. The Work Order shall also include a detailed cost proposal based on estimates of professional service man-hours, hourly rates, and lump-sum costs required to accomplish the design development and construction administration of the work.
- 1.3 IFE Coordination: Provide the scope of work and a blank cost proposal spreadsheet to the Airport. This information will be used in obtaining an Independent Fee Estimate from a third-party engineering consultant. One teleconference is anticipated to describe and discuss the project scope.
- 1.4 Advise and coordinate with the Owner and FAA through the Phase 1 tasks.
- 1.5 Project management and administration to include monthly cost accounting and budget analysis, invoicing and monitoring of project progress.

### PHASE 2 – PLANNING AND FORMULATION

The following Consultant tasks shall be considered planning and formulation relative to this project:

- 2.1 Prepare for and participate in a pre-design conference with FAA personnel and the Owner. This conference shall be conducted according to current guidance from the FAA Northwest Mountain Region. The conference will take place via conference call. After the meeting, prepare notes to document what was discussed.
- 2.2 Develop a preliminary Construction Safety and Phasing Plan (CSPP) for the Pavement Maintenance project. The CSPP shall clearly describe the different construction phases and aircraft operations during each phase. The preliminary CSPP shall be submitted to FAA for review and comment as early in the project development process as possible. Coordination with the airport, users and airlines is anticipated in the formulation of the CSPP. Coordinate with the airport to determine runway closure dates.
- 2.3 Prepare preliminary opinions of construction cost and construction time required to complete the construction of the various elements for each project. Summarize and submit to the Owner and FAA for review and discussion.
- 2.4 Coordinate internally with Ardurra staff during this phase of the project to discuss key aspects of the design.
- 2.5 Coordinate with the Owner and FAA during this phase of the project. This will include one meeting with the Airport Staff to discuss the preliminary CSPP(s), review drawings, and refine the project

approach, schedule, phasing, and budget. This meeting will be held in Hailey with two members of the project team in attendance. This task includes travel time.

### **PHASE 3 – PRELIMINARY DESIGN**

The preliminary design services shall commence upon completion of Phase 2 tasks. Preliminary design phase services shall include:

- 3.1 Develop a pavement marking plan in compliance with AC 150/5340-1M Standards for Airport Markings.
- 3.2 Prepare an exhibit illustrating the project(s) and submit to FAA for Initial Project Airspace Review into OE/AAA website.
- 3.3 Research and coordinate with the FAA on the eligibility of repairing or replacing the existing thermoplastic holdlines, surface painted hold position signs, and enhanced taxiway centerline markings.
- 3.4 Prepare Pavement Maintenance preliminary construction specifications and bid documents. Specifications shall be based on the current version of FAA AC 150/5370-10 "Standards for Specifying Construction on Airports". Bid documents shall include Notice Inviting Bids, Bid Schedules, Agreement, forms, and other contract documents and "boilerplate" items necessary to solicit bids and execute contracts following award.
- 3.5 Prepare a preliminary design and construction plan set to a completion level of approximately 75% (estimate 15 sheets of which 5 are the CSPP sheets) for the Pavement Maintenance project.
- 3.6 Coordinate with the Airport to finalize phasing for work on Runway 13-31.
- 3.7 Submit plans to the Owner and FAA for review and comment. Meet with the Owner to review the plans and obtain additional direction for completion of the design and construction plans.
- 3.8 Revise preliminary cost estimates, based on the preliminary design.
- 3.9 Coordinate internally with Ardurra staff during this phase of the project to discuss key aspects of the design.
- 3.10 Conduct internal quality control review by a project manager outside of the project team.
- 3.11 Coordinate with the Owner and FAA during this phase of the project.

### **PHASE 4 – FINAL DESIGN**

The Final Design phase shall include the preparation of detailed construction plans and specifications, required design report, cost estimates, bid and contract documents suitable for obtaining competitive bids for the construction of improvements. Final Design Services shall include the following work tasks:

- 4.1 Revise Pavement Maintenance design to reflect comments from the Owner and FAA at the 75% design review phase.
- 4.2 Make revisions to the CSPP based on comments from the Owner and FAA. Submit the final CSPP, including narrative plan describing the project phasing, to the OE/AAA portal for airspace review.

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- 4.3 Prepare final design and construction plans. It is anticipated there will be 15 sheets in the Pavement Maintenance drawing set.
  - 4.4 Prepare final construction specifications and bid documents based on the current version of FAA AC 150/5370-10 "Standards for Specifying Construction on Airports".
  - 4.5 Prepare a final engineer's opinion of probable construction cost, based on the final design and recent bid results of similar projects.
  - 4.6 Prepare an Engineer's Design Report for the Pavement Maintenance project including plan review checklists in conformance with FAA guidelines and submit with plans and specifications for FAA review.
  - 4.7 Submit final design drawings, specifications, and design report to Owner and FAA for final review and comment. Revise drawings and specifications based on final review comments and prepare 100% documents. Submit one complete set of final documents to the Owner and one set of final documents to the FAA.
  - 4.8 Coordinate internally with Ardurra staff during this phase of the project to discuss key aspects of the design(s).
  - 4.9 Conduct internal quality control review by an aviation principal.
  - 4.10 Coordinate with the Owner and FAA during this phase of the project.

## PHASE 5 – BIDDING

Assist the Owner in the competitive sealed bid and contractor selection process. It is assumed there will be one bid package required for the pavement maintenance project. Prepare and process contract award and construction agreement documents for the Owner. Bidding phase services shall include the following tasks:

- 5.1 Administer the public bid advertisement process including bid document reproduction and distribution of documents to plan rooms, contractors and suppliers. Prepare advertisement and notice of solicitation for each project and submit to the appropriate newspaper(s) for publication. Maintain a "bidders list" and distribute plans as requested. Assist Owner in promoting bidder interest in an appropriate geographic area for project work tasks.
- 5.2 Prepare a detailed Pre-Bid Conference agenda and conduct a Pre-Bid Conference to familiarize bidders and interested parties with the construction project scope and requirements. Prepare and issue minutes of the conference after the meeting. The meeting will be held at the Airport. It is assumed two members of the project team will attend the Pre-Bid Conference. This task includes travel time.
- 5.3 Respond to questions that arise during the Contractors' bid preparation process. Issue addenda or other clarifications as required.
- 5.4 Assist the Owner in preparation for the project Bid Opening as required, including preparation of a Project Bid Summary form. It is not anticipated that the Consultant will attend the Bid Opening in Hailey.

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- 5.5 Review bids and prepare Recommendation of Award. Personnel in Ardurra's Meridian office will evaluate the qualifications of bidders, review the bid packages and forms submitted, and determine each Contractor's responsiveness to bidding criteria, including compliance with Buy American requirements. Provide Engineer's recommendation of award letter(s) to Owner.
  - 5.6 Prepare a detailed Bid Tabulation documenting the bid results of the pavement maintenance project and submit to the Owner and FAA.
  - 5.7 Prepare and distribute Notice of Award(s), Construction Agreement(s) and other contract documents. Review Construction Agreement, bonds and insurance documents submitted by the Contractors, and assist the Owner and Contractor in processing documents for the project.
  - 5.8 Coordinate with the FAA and Owner throughout the bidding and award process. Submit bid documentation including copies of all executed contract documents as required by the FAA.

## PHASE 6 – CONSTRUCTION ADMINISTRATION

During the construction phase, the Consultant shall administer all aspects of the construction contract over which the Consultant can be expected to have realistic control in order to assist the Owner in monitoring and documenting the construction process for design compliance, quality assurance, and cost control. Construction is scheduled for late Summer/early Fall and will be accomplished with partial closures of the taxiways. The second application of markings will be applied to all areas the following spring. Construction phase services shall more specifically include the following work tasks:

- 6.1 Provide pre-construction coordination; prepare a detailed Pre-Construction Conference agenda and displays; conduct a Pre-Construction Conference on behalf of the Owner at the Friedman Memorial Airport and prepare and distribute minutes of the Pre-Construction Conference; advise the FAA of Pre-Construction Conference dates and include FAA items in conference agenda. Complete the FAA Pre-Construction conference checklist. The Project Manager and both Resident Project Representatives (RPR) will attend the Pre-Construction Conference. This task includes travel time.
- 6.2 Review, comment on, and process Contractors' material submittals (including review of compliance with Buy American requirements), particularly the Work Schedule and Operational Safety Plan. Assist Contractor as required, clarifying and documenting specification and submittal requirements, and re-review submittals as necessary. Coordinate construction activity schedule with the Owner.
- 6.3 Provide two full-time RPRs to monitor and document construction activities, conformance with schedules, plans, and specifications; review and document construction quantities; document significant conversations, situations, events or changed conditions; document input or visits from local authorities and officials; prepare and submit routine inspection reports; and maintain a project diary. The construction will take place in two phases. The initial phase of construction is anticipated to last 6 working days with 2 full days of runway closure and intermittent runway closures around scheduled flights. Work hours will be 12 hours per day plus 1 hour for paperwork. The final phase for permanent markings is anticipated to take place over 5 days in September. This task includes travel time for both the initial phase of construction and final phase for permanent markings.

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- 6.4 Organize and conduct weekly construction meetings with the Owner, Contractor and others as appropriate. Contractor's schedule review and work progress will be discussed at all meetings. RPR's will hold these meetings on or near the construction site at the airport. Project Manager will also attend weekly meetings. It is anticipated that three (3) weekly meetings will be held during the project.
  - 6.5 Provide office administration support and assistance to the RPRs with senior design, management or other personnel as field activities may require.
  - 6.6 Review and approve Contractor monthly Pay Requests. Submit approved pay requests to the Owner for approval and payment. Assume three (3) Pay Requests including final.
  - 6.7 Conduct Substantial Completion and Final Completion Inspections with the Owner and Contractor. Produce substantial and final completion inspection certificates and document "punch list" items. The RPR will conduct the substantial completion inspection with the Owner and Contractor. The Project Manager will attend the final completion inspection in addition to the RPR.
  - 6.8 Assist the Owner with the review of Contractor Wage and EEO documentation review.
  - 6.9 Prepare, negotiate and process Contract Change Orders/Supplemental Agreements, as required. Man-hour estimates and costs are to be based on normal construction events as experienced by the Consultant for projects of this type and size.
  - 6.10 Coordinate with the Owner and FAA throughout the construction process.

## PHASE 7 – CLOSEOUT

Phase 7 shall consist of project closeout and documentation services. Operational phase services shall include the following tasks:

- 7.1 Prepare As-Constructed Revisions to Design and Construction Drawings. Provide Owner with copies of Record Drawings, including electronic copies (PDF) – one for Owner and one to be submitted to the FAA.
- 7.2 Document the Project work and accomplishments in a Final Construction Report in accordance with FAA guidelines, including all financial information, final FAA Forms SF 271 and SF 425, project certifications, etc.
- 7.3 Coordinate with the Contractor on the Owner's behalf to obtain lien releases from subcontractors and Prime Contractor(s) in preparation for final payment. Coordinate with Contractors, Owner and the Idaho State Tax Commission to obtain a tax release prior to releasing any retainage.
- 7.4 Assist the Owner with overall budget status analysis and reports, closeout documentation review, and coordination with the FAA, as requested by the Owner. Assist in preparation of required project closeout documentation, DBE accomplishment percentages, etc.

## PHASE 8 – ADDITIONAL SERVICES

Consultant shall provide the following services as "Additional Services":

- 8.1 Assist the Owner with Grant Administration tasks.

- 8.1.1 Prepare a Grant Application for submittal to FAA. Update the Grant Application for FAA-AIP funding assistance based on project bid results. Assist the Owner in the coordination of Grant Application submittal and process.
- 8.1.2 Assist the Owner to prepare and process required certifications for submittal to the FAA.
- 8.1.3 Assist the Owner with the preparation of annual SF 271 and SF 425.
- 8.1.4 Assist the Owner with annual performance reports.
- 8.1.5 Provide periodic project budget updates to the Owner during the progression of the work.
- 8.2 Provide the following services related to Federal Disadvantaged Business Enterprise requirements (DBE):
  - 8.2.1 Assist the Owner with Disadvantaged Business Enterprise (DBE) annual reporting for FY2026 and FY2027. Reporting will include review and analysis of the overall goal and previous awards and commitments for each fiscal year. If required, a corrective action plan will be prepared with specific steps and milestones to correct the problems identified in the analysis.
  - 8.2.2 Three Year DBE Goal Development: Develop the DBE goals for FY 2025-2027. Research and compile documentation on DBE and total firms within the market area. Serve as the numerator in contacting and consulting with business advocacy agencies. Calculate Three-Year DBE goals and develop a narrative summarizing the findings. Facilitate DBE Outreach for goal calculation. Submit a draft of the Three-Year DBE goal to the FAA ANM DBE Compliance Specialist. Coordinate with the FAA on the draft DBE goals. Consolidate all comments derived from Owner and FAA review. Prepare and submit the final Three-Year DBE Goals.
  - 8.2.3 Contact FAA to obtain the most recent revisions to Federal DBE Program requirements. Research and advise the Owner as to new program requirements and the Owners responsibilities as a grantee. Prepare a DBE program acceptable to the Owner and FAA per the requirements of the Federal DBE Program. Review contract documents and special provisions for compliance with Federal and FAA requirements.
- 8.3 Assist and coordinate with independent auditors in locating appropriate documents for performing an A-133 annual audit. In addition to finding appropriate project files, answer questions concerning Contractor's wage rates and interview forms as required.

## **ARDURRA'S FEES**

Friedman Memorial Airport  
Runway 13/31 & Taxiway Pavement Maintenance  
Labor Worksheet

AIP TBD  
Exhibit B  
Basis of Cost Analysis  
November 2025

Task	Description	PM	PE	CM	EIT	PL	CT	PC	PA	Rate Schedule	Labor
		\$304	\$220	\$178	\$133	\$226	\$144	\$112	\$109	Billing Rate	
<b>Task 1 - Administration</b>											
1.1	Coordinate Scope, Budget & Approach with Owner	4								4	\$ 1,216.80
1.2	Prepare Work Order	8	12					4		24	\$ 5,527.40
1.3	Assist with IFE Coordination	2	4					2		8	\$ 1,714.60
1.4	Coordinate with Owner and FAA	2	4							6	\$ 1,489.80
1.5	Project Management and Administration	20						16	16	52	\$ 9,619.20
<b>Subtotal, Task 1</b>		<b>36</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>16</b>	<b>94</b>	<b>\$ 19,567.80</b>
<b>Task 2 - Planning and Formulation</b>											
2.1	Prepare for and Attend Pre-Design Conference Meeting	2	2					2		6	\$ 1,273.90
2.2	Develop Preliminary CSPP	2	4	12	24					42	\$ 6,807.00
2.3	Prepare Preliminary Opinions of Construction Cost & Time	2	4	8	16					30	\$ 5,034.60
2.4	Internal Coordination	2	2		2					6	\$ 1,314.40
2.5	Coordinate with Owner and FAA	4	4							8	\$ 2,098.20
<b>Subtotal, Task 2</b>		<b>12</b>	<b>16</b>	<b>20</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>92</b>	<b>\$ 16,528.10</b>
<b>Task 3 - Preliminary Design</b>											
3.1	Develop Pavement Marking Plan	1	4		16					21	\$ 3,308.00
3.2	Prepare Exhibit and Submit to OE/AAA		2		2					4	\$ 706.00
3.3	Research and Coordinate with FAA on Eligibility	2	4							6	\$ 1,489.80
3.4	Prepare Preliminary Specs and Bid Documents	2	24	12	8			8		54	\$ 9,990.80
3.5	Prepare Preliminary Design and Construction Plan Set	4	40		120					164	\$ 25,948.80
3.6	Coordinate with Airport to Finalize Phasing	4	2	2						8	\$ 2,013.10
3.7	Submit Plans to Owner and FAA		4							4	\$ 881.40
3.8	Revise Preliminary Cost Estimate	1	2		4					7	\$ 1,275.50
3.9	Internal Coordination	4	4		4					12	\$ 2,628.80
3.10	Internal Quality Control		4							4	\$ 1,216.80
3.11	Coordinate with Owner and FAA	4	4							8	\$ 2,098.20
<b>Subtotal, Task 3</b>		<b>26</b>	<b>90</b>	<b>14</b>	<b>154</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>292</b>	<b>\$ 51,557.20</b>
<b>Task 4 - Final Design</b>											
4.1	Revise Design based on Owner and FAA Comments	1	4		8					13	\$ 2,246.80
4.2	Revise CSPP	2	8		12					22	\$ 3,963.00
4.3	Prepare Final Design Plan Set (15 Sheets)	4	20		60					84	\$ 13,582.80
4.4	Prepare Final Construction Specifications and Bid Documents	4	12		8					24	\$ 4,922.20
4.5	Prepare Final Engineer's Cost Estimate	1	2		4					7	\$ 1,275.50
4.6	Prepare Engineer's Design Report	2	12		4					18	\$ 3,783.20
4.7	Submit Final Design Drawings, Specs & Design Report	2	4							6	\$ 1,489.80
4.8	Internal Coordination	4	4		4					12	\$ 2,628.80

Friedman Memorial Airport  
Runway 13/31 & Taxiway Pavement Maintenance  
Labor Worksheet

AIP TBD  
Exhibit B  
Basis of Cost Analysis  
November 2025

Task	Description	Rate Schedule									Labor
		PM	PE	CM	EIT	PL	CT	PC	PA	Billing Rate	
4.9	Internal Quality Control	4								4	\$ 1,216.80
4.10	Coordinate with Owner and FAA	4	4							8	\$ 2,098.20
<b>Subtotal, Task 4</b>		<b>28</b>	<b>70</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>198</b>	<b>\$ 37,207.10</b>
<b>Task 5 - Bidding</b>											
5.1	Administer Public Bids	2	8		4			8		22	\$ 3,801.00
5.2	Prepare Pre-Bid Conference	8	12							20	\$ 5,077.80
5.3	Respond to Contractor's Questions	2	6							8	\$ 1,930.50
5.4	Assist Owner in Bid Opening	2	2							4	\$ 1,049.10
5.5	Review Bids and Prepare Recommendation of Award	1	4		4			2		11	\$ 1,941.00
5.6	Prepare Bid Tabulation	1	2					4		7	\$ 1,194.50
5.7	Prepare Notice of Award & Construction Agreements	4	8					4		16	\$ 3,429.20
5.8	Coordinate with Owner and FAA	2	4							6	\$ 1,489.80
<b>Subtotal, Task 5</b>		<b>22</b>	<b>46</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>94</b>	<b>\$ 19,912.90</b>
<b>Subtotal, Task 1-5</b>		<b>124</b>	<b>242</b>	<b>34</b>	<b>304</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>16</b>	<b>770</b>	<b>\$ 144,773.10</b>
<b>Task 6 - Construction Administration</b>											
6.1	Provide Pre-Construction Coordination	4	8	16	8					36	\$ 6,885.60
6.2	Review Contractor's Material Submittals		2	8	4					14	\$ 2,393.70
6.3	Construction Inspection			155	155					310	\$ 48,119.75
6.4	Weekly Construction Meetings	4	4							8	\$ 2,098.20
6.5	Provide Office Administration Support	8	8		8					24	\$ 5,257.60
6.6	Review Contractor Monthly Pay Requests	2	8							10	\$ 2,371.20
6.7	Conduct Substantial & Final Completion Inspections	8	8							16	\$ 4,196.40
6.8	Assist Owner with Contractor Wage and EEO	1	2					8		11	\$ 1,644.10
6.9	Prepare, Negotiate, & Process Change Orders	2	6							8	\$ 1,930.50
6.10	Coordinate with Owner and FAA	2	4							6	\$ 1,489.80
<b>Subtotal, Task 6</b>		<b>31</b>	<b>50</b>	<b>179</b>	<b>175</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>443</b>	<b>\$ 76,386.85</b>
<b>Task 7 - Closeout</b>											
7.1	Prepare As-Constructed Drawings	1	2		4					7	\$ 1,275.50
7.2	Prepare Final Construction Report	2	4		12			8		26	\$ 3,980.80
7.3	Coordinate with Contractor for Final Payment		4	2						6	\$ 1,237.00
7.4	Assist the Owner with Budget Analysis and Reports	2	4							6	\$ 1,489.80
<b>Subtotal, Task 7</b>		<b>5</b>	<b>14</b>	<b>2</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>45</b>	<b>\$ 7,983.10</b>
<b>Task 8 - Additional Services</b>											
8.1	Assist Owner with Grant Administration										
8.1.1	Prepare Grant Application	2	4		2			12		20	\$ 3,103.90
8.1.2	Prepare Required Certifications		2					4		6	\$ 890.30

Friedman Memorial Airport  
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Labor Worksheet

AIP TBD  
Exhibit B  
Basis of Cost Analysis  
November 2025

Task	Description	PM	PE	CM	EIT	PL	CT	PC	PA	Rate Schedule	Labor
		\$304	\$220	\$178	\$133	\$226	\$144	\$112	\$109	Billing Rate	
8.1.3	Prepare Annual SF271 and SF425	2						8		10	\$ 1,507.60
8.1.4	Assist Owner with Annual Performance Reports		4							4	\$ 881.40
8.1.5	Provide Budget Updates to Owner	4								4	\$ 1,216.80
8.2	DBE Services										
8.2.1	Assist Owner with DBE Annual Reporting		2			8		12		22	\$ 3,594.30
8.2.2	Update Three Year DBE Goal	1	2			12		6		21	\$ 4,126.50
8.2.3	Update DBE Program Requirements					12		6		18	\$ 3,381.60
8.3	Assist with Independent Audits	2	2					4		8	\$ 1,498.70
Subtotal, Task 8		11	16	0	2	32	0	52	0	113	\$ 20,201.10
Subtotal, Tasks 7-8		16	30	2	18	32	0	60	0	158	\$ 28,184.20
Total, Phases 1-8		171	322	215	497	32	0	118	16	1371	\$ 249,344.15

Phases 1-5 & 7-8 (Lump Sum)

1. Labor Costs

Classification	Title	Hours	Rate/Hour	Cost
PM	Project Manager	140	\$304.20	\$42,588.00
PE	Project Engineer	272	\$220.35	\$59,935.20
CM	Construction Manager	36	\$177.80	\$6,400.80
EIT	Engineer in Training	322	\$132.65	\$42,713.30
PL	Planner	32	\$225.60	\$7,219.20
CT	CADD Technician	0	\$144.15	\$0.00
PC	Project Coordinator	110	\$112.40	\$12,364.00
PA	Project Accountant	16	\$108.55	\$1,736.80
<b>Subtotal, Labor Costs:</b>		<b>928</b>		<b>\$172,957.30</b>

2. Subconsultant Fees

<b>Subtotal, Subconsultant Fees:</b>	<b>\$0.00</b>

3. Reimbursable Expenses

Description	Number	Unit Cost	Cost
Vehicle Travel (Per Mile)	600	\$0.75	\$450.00
Lodging (Per Night)	2	\$200.00	\$400.00
Meals (Lump Sum)	2	\$100.00	\$200.00
Document Reproduction (Lump Sum)	1	\$500.00	\$500.00
Phone, Postage, Legal Notice (Lump Sum)	1	\$500.00	\$500.00
<b>Subtotal, Reimbursable Expenses</b>			<b>\$2,050.00</b>

**TASKS 1-5 & 7-8 TOTAL FEE:** **\$175,007.30**

Phase 6 (Time & Materials)

1. Labor Costs

Classification	Title	Hours	Rate/Hour	Cost
PM	Project Manager	31	\$304.20	\$9,430.20
PE	Project Engineer	50	\$220.35	\$11,017.50
CM	Construction Manager	179	\$177.80	\$31,826.20
EIT	Engineer in Training	175	\$132.65	\$23,213.75
PL	Planner	0	\$225.60	\$0.00
CT	CADD Technician	0	\$144.15	\$0.00
PC	Project Coordinator	8	\$112.40	\$899.20
PA	Project Accountant	0	\$108.55	\$0.00
<b>Subtotal, Labor Costs:</b>		<b>443</b>		<b>\$76,386.85</b>

2. Subconsultant Fees

<b>Subtotal, Subconsultant Fees:</b>	<b>\$0.00</b>

3. Reimbursable Expenses

Description	Number	Unit Cost	Cost
Vehicle Travel (Per Mile)	2250	\$0.75	\$1,687.50
Lodging (Per Night)	26	\$200.00	\$5,200.00
Per Diem (Per Day)	26	\$80.00	\$2,080.00
Meals (Lump Sum)	2	\$150.00	\$300.00
Document Reproduction (Lump Sum)	1	\$150.00	\$150.00
Phone, Fax, Postage (Lump Sum)	1	\$50.00	\$50.00
<b>Subtotal, Reimbursable Expenses</b>			<b>\$9,468.00</b>

**TASKS 6 TOTAL FEE:** **\$85,854.85**

**TOTAL FEE, TASKS 1-8:** **\$260,862.15**

## **INDEPENDENT FEE ESTIMATE**

**Friedman Memorial Airport**  
**Runway 13/31 & Taxiway Pavement Maintenance**  
**Labor Worksheet**

**AIP TBD**  
**Exhibit B**  
**Basis of Cost Analysis**  
**November 2025**

Task	Description										Labor	
	Prin/SPM	PM	PE	CM	EIT	PL	CT	PC	PA	Rate Schedule		
	\$271.00	\$265.00	\$202.00	\$167.00	\$125.00	\$221.00	\$100.00	\$89.00	\$89.00	Billing Rate		
<b>Task 1 - Administration</b>												
1.1	Coordinate with Owner to Evaluate Scope, Budget, and Approach	2	2							4	\$ 1,072.00	
1.2	Prepare Work Order	2	12							14	\$ 3,722.00	
1.3	Assist with IFE Coordination	1	4							5	\$ 1,331.00	
1.4	Coordinate with Owner and FAA	2	2							4	\$ 1,072.00	
1.5	Project Management and Administration	12	24							12	\$ 10,680.00	
<b>Subtotal, Task 1</b>		<b>19</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>\$ 17,877.00</b>	
<b>Task 2 - Planning and Formulation</b>												
2.1	Prepare for and Attend Pre-Design Conference Meeting	2	2							4	\$ 1,072.00	
2.2	Develop Preliminary CSPP		2	10		20				32	\$ 5,050.00	
2.3	Prepare Preliminary Opinions of Construction Cost & Time		8	4		8				20	\$ 3,928.00	
2.4	Internal Coordination	2	2	2		2				8	\$ 1,726.00	
2.5	Coordinate with Owner and FAA	12	12							24	\$ 6,432.00	
<b>Subtotal, Task 2</b>		<b>16</b>	<b>26</b>	<b>16</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>\$ 18,208.00</b>	
<b>Task 3 - Preliminary Design</b>												
3.1	Develop Pavement Marking Plan			2		20				22	\$ 2,904.00	
3.2	Prepare Exhibit and Submit to OE/AAA		2			2	4			8	\$ 1,664.00	
3.3	Research and Coordinate with FAA on Eligibility	2	4							6	\$ 1,602.00	
3.4	Prepare Preliminary Specs and Bid Documents		4	16						8	\$ 5,004.00	
3.5	Prepare Preliminary Design and Construction Plan Set	2	20		140					162	\$ 22,070.00	
3.6	Coordinate with Airport to Finalize Phasing	2	2							4	\$ 934.00	
3.7	Submit plans to Owner and FAA	2	2							4	\$ 934.00	
3.8	Revise Preliminary Cost Estimate	4	8		8					20	\$ 3,676.00	
3.9	Internal Coordination	4	4		4					16	\$ 2,724.00	
3.10	Internal Quality Control		4							4	\$ 1,060.00	
3.11	Coordinate with Owner and FAA	4	4							8	\$ 2,144.00	
<b>Subtotal, Task 3</b>		<b>6</b>	<b>32</b>	<b>54</b>	<b>0</b>	<b>174</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>282</b>	<b>\$ 44,716.00</b>
<b>Task 4 - Final Design</b>												
4.1	Revise Design based on Owner and FAA Comments				10					10	\$ 1,250.00	
4.2	Revise CSPP	2	4		10					16	\$ 2,588.00	
4.3	Prepare Final Design (15 Sheets)			10	70					80	\$ 10,770.00	
4.4	Prepare Final Construction Specifications and Bid Documents	2	8				4			14	\$ 2,502.00	
4.5	Prepare Final Engineer's Opinion	2	4		4					10	\$ 1,838.00	
4.6	Prepare Engineer's Design Report	4	20							24	\$ 5,100.00	
4.7	Submit Final Documents to Owner and FAA	2	4		16					22	\$ 3,338.00	
4.8	Internal Coordination	4	4		8		4			20	\$ 3,224.00	
4.9	Internal Quality Control	4								4	\$ 1,084.00	
4.10	Coordinate with Owner and FAA	4	4							8	\$ 2,144.00	
<b>Subtotal, Task 4</b>		<b>8</b>	<b>20</b>	<b>54</b>	<b>0</b>	<b>118</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>208</b>	<b>\$ 33,838.00</b>
<b>Task 5 - Bidding</b>												
5.1	Administer Public Bids		4	4						8	\$ 1,868.00	
5.2	Prepare Pre-Bid Conference Agenda	10	10							20	\$ 4,670.00	
5.3	Resond to Contractor's Questions	2	2							4	\$ 934.00	
5.4	Assist Owner in Bid Openings		2							2	\$ 530.00	
5.5	Review Bids and Prepare Recommendation of Award	7	7							14	\$ 3,269.00	
5.6	Prepare Bid Tabulation	4	4							8	\$ 1,868.00	
5.7	Prepare and Distribute Notice of Award & Construction Agreement	4	4							8	\$ 1,868.00	
5.8	Coordinate with Owner and FAA	2	2							4	\$ 1,072.00	
<b>Subtotal, Task 5</b>		<b>2</b>	<b>35</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>\$ 16,079.00</b>	
<b>Subtotal, Task 1-5</b>		<b>51</b>	<b>157</b>	<b>155</b>	<b>0</b>	<b>322</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>12</b>	<b>721</b>	<b>\$ 130,718.00</b>

**Friedman Memorial Airport**  
**Runway 13/31 & Taxiway Pavement Maintenance**  
**Labor Worksheet**

**AIP TBD**  
**Exhibit B**  
**Basis of Cost Analysis**  
**November 2025**

Task	Description	Prin/SPM	PM	PE	CM	EIT	PL	CT	PC	PA	Rate Schedule	Labor
		\$271.00	\$265.00	\$202.00	\$167.00	\$125.00	\$221.00	\$100.00	\$89.00	\$89.00	Billing Rate	
<b>Task 6 - Construction Administration</b>												
6.1	Provide Pre-Construction Coordination		10		16						26	\$ 5,322.00
6.2	Review Contractor's Material Submittals		4		8						12	\$ 2,396.00
6.3	Construction Inspection				306						306	\$ 51,102.00
6.4	Weekly Construction Meetings with Owner and Contractor		3								3	\$ 795.00
6.5	Provide Office Administration Support		2	2					16		20	\$ 2,358.00
6.6	Review Contractor Monthly Pay Requests		6								6	\$ 1,590.00
6.7	Conduct Substantial Completion and Final Completion Inspections		8		8						16	\$ 3,456.00
6.8	Assist Owner with Contractor Wage and EEO		4								4	\$ 1,060.00
6.9	Prepare and Process Change Orders		2	2		2					6	\$ 1,184.00
6.10	Coordinate with Owner and FAA		2	4							6	\$ 1,602.00
<b>Subtotal, Task 6</b>		2	43	4	338	2	0	0	16	0	405	\$ 70,865.00
<b>Task 7 - Closeout</b>												
7.1	Prepare As-Constructed Drawings			2		12					14	\$ 1,904.00
7.2	Prepare Final Construction Report			2		40					42	\$ 7,210.00
7.3	Coordinate with Contractor on Owner's Behalf			4							4	\$ 1,060.00
7.4	Assist the Owner with Budget Analysis and Reports as Needed			4							4	\$ 1,060.00
<b>Subtotal, Task 7</b>		0	10	2	40	12	0	0	0	0	64	\$ 11,234.00
<b>Task 8 - Additional Services</b>												
8.1	Assist Owner with Grant Administration											
8.1.1	Prepare Grant Application			6							6	\$ 1,590.00
8.1.2	Prepare Required Certifications			4							4	\$ 1,060.00
8.1.3	Prepare Annual 3SF 271 and SF 425			8							8	\$ 2,120.00
8.1.4	Assist Owner with Annual Performance Reports			4							4	\$ 1,060.00
8.1.5	Provide Budget Updates to Owner		4	4							8	\$ 2,144.00
8.2	DBE Services											
8.2.1	Assist Owner with DBE Annual Reporting			8							8	\$ 2,120.00
8.2.2	Develop Three Year DBE Goal			16							16	\$ 4,240.00
8.2.3	Obtain DBE Program Requirements		4	8							12	\$ 3,204.00
8.3	Assist with Independent Audits			4							4	\$ 1,060.00
<b>Subtotal, Task 8</b>		8	62	0	0	0	0	0	0	0	70	\$ 18,598.00
<b>Subtotal, Tasks 7-8</b>		8	72	2	40	12	0	0	0	0	134	\$ 29,832.00
<b>Total, Phases 1-8</b>		61	272	161	378	336	4	0	36	12	1260	\$ 231,415.00

## Phases 1-5 &amp; 7-8 (Lump Sum)

## 1. Labor Costs

Classification	Title	Hours	Rate/Hour	Cost
Prin/SPM	Principle/Senior Project Manager	59	\$271.00	\$15,989.00
PM	Project Manager	229	\$265.00	\$60,685.00
PE	Project Engineer	157	\$202.00	\$31,714.00
CM	Construction Manager	40	\$167.00	\$6,680.00
EIT	Engineer in Training	334	\$125.00	\$41,750.00
PL	Planner	4	\$221.00	\$884.00
CT	CADD Technician	0	\$100.00	\$0.00
PC	Project Coordinator	20	\$89.00	\$1,780.00
PA	Project Accountant	12	\$89.00	\$1,068.00
Subtotal, Labor Costs:		855		\$160,550.00

## 2. Subconsultant Fees

Subtotal, Subconsultant Fees:	\$0.00

## 3. Reimbursable Expenses

Description	Number	Unit Cost	Cost
Vehicle Travel (Per Mile)	600	\$0.70	\$420.00
Lodging (Per Night)	0	\$300.00	\$0.00
Per Diem (Per Day)	4	\$80.00	\$320.00
Legal Notice	1	\$500.00	\$500.00
Document Reproduction (Lump Sum)	1	\$200.00	\$200.00
Phone, Fax, Postage (Lump Sum)	1	\$100.00	\$100.00
Subtotal, Reimbursable Expenses			\$1,540.00

PHASES 1-5 &amp; 7-8 TOTAL FEE: \$162,090.00

Professional Services Agreement  
Task Order 26-03  
December 2025



## TASK ORDER 26-03

### Friedman Memorial Airport (SUN)

### Hailey, Idaho

### Terminal Planning Study

In accordance with of the MASTER SERVICES AGREEMENT by and between Ardurra Group, Inc. ("Consultant") and the **Friedman Memorial Airport Authority** ("Client") dated February 2025 ("Agreement"), the parties agree as follows:

#### **SPECIFIC PROJECT DATA**

Task Order Number: 26-03

Project Number: 250310

Project Name: Terminal Planning Study

Date of Task Order: January 6, 2026

#### **SCOPE OF SERVICES**

Attached as Exhibit A

#### **BASIS FOR PAYMENT**

Fees for services provided under this Task Order will be determined and billed on a Time and Materials basis as follows:

- |   |           |              |
|---|-----------|--------------|
| • | Tasks 1-4 | \$194,677.31 |
|---|-----------|--------------|

#### **APPROVAL AND ACCEPTANCE**

Approval and Acceptance of this Task Order, including the attachments listed above, shall incorporate this Task Order as part of the Agreement. The clauses contained in the Agreement are incorporated by reference and remain in full force and are applicable with this Task Order.

**IN WITNESS WHEREOF**, the parties voluntarily and knowingly execute and agree to bind the parties to the terms of this Task Order.

FOR: FRIEDMAN MEMORIAL AIRPORT AUTHORITY

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

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

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

FOR: ARDURRA GROUP, INC.

By: Nathan Cuvala, P.E.

Title: SW Aviation Group Lead - Northwest

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

# **EXHIBIT A – SCOPE OF WORK**

## **FRIEDMAN MEMORIAL AIRPORT (SUN)**

### **HAILEY, IDAHO**

### **TERMINAL PLANNING STUDY**

#### **INTRODUCTION**

This Scope of Work describes professional services to be provided in support of a planning project to study options to remodel areas of the existing terminal building at the Friedman Memorial Airport (SUN) in Hailey, Idaho. This study will focus on two main areas of the terminal building: the ticketing lobby and baggage screening/outbound baggage, and the passenger security checkpoint.

The existing ticketing and outbound baggage makeup areas currently accommodate three airlines, operated by two carriers. While Skywest Airlines ground handles flights for all four air carriers, Alaska and American both have lease space in the Terminal Building. American Airlines will start operating out of the airport in December. They have added two ticket counters for their operations but will need to operate out of the existing baggage makeup areas which are already severely constrained.

The existing ticketing space is already crowded and inefficient for the current level of operations, let alone an additional air carrier. Immediately behind the ticket counters, Transportation Security Administration (TSA) personnel screen outbound baggage. Normally this is done in a separate room, however there is not enough space to accommodate a separate outbound baggage screening room in the existing terminal building.

Once bags are screened, they are delivered to one of the two baggage makeup rooms. Both rooms have not been remodeled in more than 15 years and do not meet current building code requirements. They are currently not at the same elevation as the south room sits several feet below the elevation of the north room.

In addition to the ticketing and baggage makeup issues noted above, the TSA checkpoint is currently operating beyond the normal capacity of 150 screened passengers per hour for a single lane. Additional flights will further strain the existing checkpoint necessitating the addition of a second screening lane. The airport had planned to expand the checkpoint to the east under the existing building overhang; however, the FAA will not support expanding the building towards the runway. Currently, the FAA does not support expansion of the existing building footprint so work associated with this study will take place within the footprint of the existing building. Any

expansion of the building is currently anticipated to be funded with local funds.

The purpose of this effort is to study options to correct these issues and improve these areas of the terminal. The conceptual design and cost estimates will evaluate the following:

### **Airline Ticketing, Baggage Handling & Baggage Make-Up Renovations**

- Renovation and reconfiguration of the existing airline ticketing and baggage handling areas of the Terminal to allow for the inclusion of an additional baggage screening system, new baggage conveyance systems and additional airline offices as needed to increase efficiency, working safety, baggage throughput and provide working space for new air carrier tenants. Renovation concepts will also include the reconfiguration and/or reconstruction of secure side baggage make-up areas operated by airline tenants.
  - Addition of one (1) CT-80 DR+ baggage scanner with associated baggage conveyance systems for a total of two (2) total CT-80 DR+ scanning systems.
  - Reconfiguration of existing airline ticket offices, baggage drop-off locations, baggage scanning & conveyance systems, and baggage make-up areas.
  - Alteration of existing spaces as needed to incorporate new airline tenant office space. Final size and quantity TBD by Airport Manager.
- Total proposed scope of work area is approximately 4,650 square feet and will include, but may not be limited to the following areas:
  - Airline Ticketing 140
  - Baggage Make-Up 141 & 142
  - Office & Storage spaces 143 - 147
  - Lounge 154

### **Security Checkpoint Expansion**

- Develop schematic layouts of sufficient detail to demonstrate feasibility of a Security Checkpoint expansion to facilitate an increase in passenger throughput.
  - Two (2) carry-on & personal item baggage screening lanes required.
  - One (1) body scanner and up to two (2) metal detectors lane required.
  - One (1) private screening area required. Relocate existing if possible.
  - One (1) or two (2) ID checkpoints as required for reconfiguration.
- Adequate Passenger re-composure area post-screening as may be needed.
- Total proposed scope of work area is approximately 3,775 square feet and will include, but may not be limited to the following areas:
  - Existing Security Checkpoint (Rm 119)
  - Security Pre-Queuing (121)
  - Post-security checkpoint lobby,
  - Approximately 1,200 square feet of exterior space located below existing flat roof located

to the east of and adjacent to the current security checkpoint.

- Reinforced floor systems and reinforcement of existing floor systems as required for new body scanning and security detection equipment.

The design services proposed herein are intended to provide Schematic Design drawings and illustrations sufficient to demonstrate feasibility of the improvements under consideration, generally define the scope of work, and obtain cost estimates for construction and associated professional design and engineering fees.

Design services provided under this proposal do not include design documents sufficient for design review approval, bidding or construction purposes.

## PROJECT APPROACH

The Ardurra Group will serve as the prime consultant and provide project management, civil design, and terminal planning services. RLB will be a subconsultant to Ardurra and will serve as the lead architect while also providing structural design services. Nielsen Engineering will be a subconsultant to RLB and will provide mechanical, electrical, and plumbing (MEP) design services. Conrad Brothers will be a subconsultant to Ardurra and will provide construction cost estimating services.

## SCOPE OF WORK

The Consultant will be responsible for providing preliminary architectural and engineering design services as outlined in the following tasks.

### **TASK 1 – PROJECT MANAGEMENT & COORDINATION**

This task will provide appropriate direction and project management for the development of the planning study throughout the duration of the project.

- 1.1 Project Formulation: Coordinate with the Airport to evaluate scope, budget and approach to project. Coordinate with subconsultants to assist with evaluating scope and approach to project.
- 1.2 Draft Scope of Work, Fee Estimate, and Work Order: Prepare a detailed Scope of Work narrative. Review the Scope with Airport and State and modify as necessary, based upon comments received. Prepare a Work Order specifically addressing this project. The Work Order shall also include a detailed cost proposal based on estimates of professional service man hours and hourly rates.
- 1.3 Grant Administration: Prepare State grant reimbursement requests for sponsor and submit to Idaho Transportation Department of Aeronautics.
- 1.4 Subconsultant Management: Coordinate with subconsultants regarding contracting procedures, contract execution with the subconsultants, and invoice subconsultants' work during the project. The Consultant will coordinate with subconsultants to ensure compliance with the project schedule, budget, and deliverables. Subconsultant management will require 4 hours per month by the Project Manager for 8 months.
- 1.5 Create Project Schedule: Prepare and submit a project schedule for the Airport's approval. The schedule will include review and approval times required by the Airport. If required, the schedule will be adjusted as the project progresses, allowing for changes in scope, character, size, or delays. Any changes to the schedule must receive approval from the Airport.
- 1.6 Project Management and Administration: Project management and administration includes monthly cost accounting and budget analysis, invoicing, and monitoring of project progress. It is assumed the Project Manager and administrative staff will spend 4 hours per month for the duration of the project.

## **TASK 2 – INITIAL CONCEPT PHASE**

The Initial Concept Phase will generally include the activities listed below:

- 2.1 Meet with the Airport to walk through the terminal building to understand the scope of the program. Establish & document building system, energy efficiency and sustainability goals for the project. Coordinate with the Airport to clarify specific program requirements as may be needed.
- 2.2 Develop existing digital conditions drawings for use in design based on Airport provided as-built drawings of the Terminal building, including structural design provided by previous general contractors.
- 2.3 Inventory existing mechanical, electrical, and plumbing (MEP) building systems and assess conditions to determine if improvements may be required. Note: Detailed MEP drawings are not included as part of this study. A narrative of potential improvements will be provided to assist in developing cost estimates for the study.
- 2.4 It is known there are multiple areas of the building that may have met code requirements when they were originally constructed but are now deficient, particularly in the outbound baggage makeup areas. Review applicable building codes and regulatory requirements to determine the potential extents of the project.
- 2.5 Review the following applicable TSA design guidelines provided by Prime Consultant & Airport and incorporate them into the drawings as appropriate.
  - Security Screening Checkpoint (SSCP), August 2025
  - Checked Baggage Inspection System (CBIS), version 8.0 – December 2022
- 2.6 Review flight schedules and conduct checkpoint and screened baggage capacity analysis.
- 2.7 Prepare schematic design drawings (floor plans, sections, elevations) and/or illustrations as may be needed to illustrate the proposed improvement concepts.
- 2.8 Project Meetings
  - 2.8.1 Design team meeting(s) will be held bi-weekly to review progress and coordinate work items. The Project Manager and Project Engineer/Architect for both Ardurra and RLB will attend these meetings.
  - 2.8.2 Attend one (1) meeting with TSA representatives to review initial concept diagrams and document feedback for incorporation into development phase work.
  - 2.8.3 Attend two (2) meetings with the Airport to review progress and approve initial concept design drawings.

### **TASK 3 – FEASIBILITY STUDY DEVELOPMENT PHASE**

The development phase shall consist of drawings and narratives as needed setting forth the general quality levels of materials and systems and other requirements for the construction of the concepts. The consultant team shall indicate, in the feasibility study, the primary improvement requirements of the project. The feasibility study development phase may include the following:

- 3.1. Refine concept drawings and/or illustrations approved by the Airport in the initial concept phase.
- 3.2. Identify primary improvements required to address any zoning, infrastructure, structural or life-safety requirements associated with concepts proposed.
- 3.3. Identify reasonable ancillary scope of improvements as may be needed to address infrastructure and life-safety system requirements.
- 3.4. Identify primary improvements required to terminal building MEP systems to facilitate design concepts.
- 3.5. Preliminary structural engineering review of concept development drawings to identify structural improvements that may be required for code compliance that are outside the initial scope requested by the Airport.
- 3.6. Evaluate preferred design concepts for development of schematic design.
- 3.7. Develop schematic phasing plans & strategies in coordination with Airport to define project phasing requirements and maintain operations during proposed construction.
- 3.8. Develop concept narratives describing the intent, scope and associated improvements required for the Airport's approved concepts.
- 3.9. Develop cost estimates with pre-construction services subconsultant. Prepare an eligibility analysis of the proposed improvements to determine the eligibility for both AIP Airport Improvement Program (AIP) and Passenger Facility Charge (PFC) funding.
- 3.10. Project Meetings
  - 3.10.1. Meet with pre-construction services subconsultant as may be needed to develop estimates of probable construction cost and duration associated with the Airport's approved concepts.
  - 3.10.2. Meet with Airport and TSA representatives to review proposed schematic layouts. Three (3) meetings are anticipated.
  - 3.10.3. Meet with Airport to review progress of development phase drawings.
  - 3.10.4. Airport Board meeting to review and approve concept development drawings and confirm scope of work requirements indicated therein. One (1) meeting is anticipated.

## **TASK 4 – FEASIBILITY COMPLETION PHASE**

The completion phase shall consist of refinement and completion of concept drawings and narratives previously approved by the Airport. The feasibility completion phase may include the following:

- 4.1. Refine drawings and/or illustrations incorporating Airport feedback from meetings in Task 3.
- 4.2. Finalize concept design building materials, building systems, and components.
- 4.3. Final review of applicable code requirements & design guidelines (provided by Prime Consultant).
- 4.4. Indication of structural engineering requirements as may be needed for code compliance.
- 4.5. Narrative refinement of scope improvements as may be required.
- 4.6. Deliver to the Airport one (1) copy of completed project feasibility study documents including all applicable drawings, illustrations, and narratives. Digital copies of all documents will also be provided.

### **Excluded Services**

- Interior Design Services
- Design Phase drawings suitable to acquire entitlement approvals from the City of Hailey.
- Design Development, Construction Documents, Bidding/Negotiation or Construction Administration phase services.
- Asbestos Testing, Reporting, or State/Federal notification requirements.
- Demolition applications, fees and notices required by local, state or federal entities.
- Complete Mechanical, Electrical and Plumbing Engineering services. Preliminary assessment and written narrative identification of scope of work included as noted above).
- Special Inspections and testing.
- Special systems design and/or engineering services, such as but not limited to:
  - Baggage conveyance system design and engineering.
  - TSA Security equipment design & specification services.

## PROJECT SCHEDULE

The following dates summarize the target completion of significant project tasks and are estimates only.

ACTIVITY	COMPLETION
Scope of Work Approval	December 2025
Work Order Approval	January 2026
Project Kickoff	January 7, 2026
Complete Initial Concept Phase	April 17, 2026
Complete Feasibility Development Phase	June 12, 2026
Complete Feasibility Study	July 6, 2026

Task	Description	PM	PE	EIT	SPL	PL	CT	PC	PA	Rate Schedule	Labor
		\$304	\$220	\$133	\$262	\$227	\$151	\$103	\$105	Billing Rate	
<b>Task 1 - Project Management &amp; Coordination</b>											
1.1	Project Formulation	4							4	\$ 1,216.76	
1.2	Draft Scope of Work, Fee Estimate, and Work Order	8						4	12	\$ 2,846.98	
1.3	Grant Administration	2						8	10	\$ 1,435.30	
1.4	Subconsultant Management	4						6	10	\$ 1,836.95	
1.5	Project Schedule	2							2	\$ 608.38	
1.6	Project Management and Administration	8						6	14	\$ 3,053.71	
<b>Subtotal, Task 1</b>		<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>52</b>	<b>\$ 10,998.08</b>
<b>Task 2 - Initial Concept Phase</b>											
2.1	Terminal Walkthrough	6							6	\$ 1,825.14	
2.2	Develop As-Built Drawings	2	4	8					14	\$ 2,550.91	
2.3	Inventory MEP Systems (RLB)								0	\$ -	
2.4	Review Building Codes (RLB)								0	\$ -	
2.5	Review TSA Design	2	4						6	\$ 1,489.76	
2.6	Assess Checkpoint & Screened Baggage Capacity	4			8	40			52	\$ 12,408.94	
2.7	Prepare Schematic Design Drawings	2	8	16					26	\$ 4,493.44	
2.8	Project Meetings										
2.8.1	Design Team Meetings (Bi-Weekly)	8	8						16	\$ 4,196.28	
2.8.2	Meeting with TSA Representatives (1)	2	2						4	\$ 1,049.07	
2.8.3	Meetings with Airport (2)	6	6						12	\$ 3,147.21	
<b>Subtotal, Task 2</b>		<b>32</b>	<b>32</b>	<b>24</b>	<b>8</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>136</b>	<b>\$ 31,160.77</b>
<b>Task 3 - Feasibility Study Development Phase</b>											
3.1	Refine Concept Drawings	2	4	8					14	\$ 2,550.91	
3.2	Identify Zoning, Infrastructure, and Structural Improvements	2							2	\$ 608.38	
3.3	Identify Scope of Improvements	4							4	\$ 1,216.76	
3.4	Identify MEP Systems Improvements (RLB)								0	\$ -	
3.5	Preliminary Structural Engineering Review (RLB)								0	\$ -	
3.6	Evaluate Preferred Design Concepts	4							4	\$ 1,216.76	
3.7	Develop Schematic Phasing Plans & Strategies	4	8						12	\$ 2,979.52	
3.8	Develop Concept Narratives	2	4						6	\$ 1,489.76	
3.9	Develop Cost Estimates with Subconsultants	4	8					8	20	\$ 3,806.44	
3.10	Project Meetings										
3.10.1	Pre-Construction Services Meeting with Sub	2	2						4	\$ 1,049.07	

Task	Description										Labor
		PM	PE	EIT	SPL	PL	CT	PC	PA	Rate Schedule	
		\$304	\$220	\$133	\$262	\$227	\$151	\$103	\$105	Billing Rate	
3.10.2	Meeting with Airport & TSA	6	6							12	\$ 3,147.21
3.10.3	Meet with Airport to Review Progress	4	4							8	\$ 2,098.14
3.10.4	Airport Board Meeting	6								6	\$ 1,825.14
Subtotal, Task 3		40	36	8	0	0	0	8	0	92	\$ 21,988.10
<b>Task 4 - Feasibility Completion Phase</b>											
4.1	Refine Drawings	1	4	8						13	\$ 2,246.72
4.2	Finalize Concept Design	4								4	\$ 1,216.76
4.3	Final Review of Code Requires and Design Guidelines	4								4	\$ 1,216.76
4.4	Structural Engineering Requirements (RLB)									0	\$ -
4.5	Refinement of Scope Improvements	4	4							8	\$ 2,098.14
4.6	Feasibility Study Document	4	4						16	24	\$ 3,751.98
Subtotal, Task 4		17	12	8	0	0	0	16	0	53	\$ 10,530.36
Total, Phases 1-4		117	80	40	8	40	0	48	0	333	\$ 74,677.31

Friedman Memorial Airport (SUN)  
Terminal Planning Study  
Fee Summary

Exhibit B  
Basis of Cost Analysis  
Dec-2025

Phases 1-4 (Time and Materials)

**1. Labor Costs**

Classification	Title	Hours	Rate/Hour	Cost
PM	Project Manager	117	\$304.19	\$35,590.26
PE	Project Engineer	80	\$220.35	\$17,627.61
EIT	Engineer in Training	40	\$132.64	\$5,305.76
SPL	Senior Planner	8	\$262.32	\$2,098.55
PL	Planner	40	\$227.34	\$9,093.63
PC	Project Coordinator	48	\$103.36	\$4,961.50
<b>Subtotal, Labor Costs:</b>		<b>333</b>		<b>\$74,677.31</b>

**2. Subconsultant Fees**

RLB Architects	\$107,500.00
Conrad Brothers	\$12,000.00
<b>Subtotal, Subconsultant Fees:</b>	<b>\$119,500.00</b>

**3. Reimbursable Expenses**

Description	Number	Unit Cost	Cost
Vehicle Travel (Per Mile)	300	\$0.75	\$225.00
Lodging (Per Night)	1	\$200.00	\$200.00
Per Diem (Per Day)	1	\$75.00	\$75.00
GPS Survey Equipment (Per Hour)	0	\$65.00	\$0.00
Document Reproduction (Lump Sum)	0	\$0.00	\$0.00
Phone, Fax, Postage (Lump Sum)	0	\$0.00	\$0.00
<b>Subtotal, Reimbursable Expenses</b>			<b>\$500.00</b>

**SUBTOTAL, TASK 1-4 TOTAL FEE:** **\$194,677.31**

**Surplus List – January 2026 – Provided by Airport Operations**

1. Hustler Mower – Serial #19019245, 147 Hours



2. New Holland Tiger 9030 Hydro – Serial # D201585, 3,869 Hours, comes with a Loftiness Blower



3. 2012 Case 921F Loader – Serial #NCF219168, 3,024 Hours, comes with ACS Coupler



4. 2001 Case 621D Loader – Serial #JEE0140489, 4,450 hours, comes with bucket



5. 1985 Ford L8000 10-Wheel Dump Truck – VIN 1FYY9DWSFVA31532, 23,334 Miles





## **Friedman Memorial Airport Announces Temporary Airfield Closure for Pavement Maintenance**

### **FOR IMMEDIATE RELEASE**

Hailey, Idaho – December 15, 2025

Friedman Memorial Airport (SUN) will be temporarily closed to fixed-wing aircraft operations from 9 AM on Tuesday, May 26 through 8 PM on Thursday, May 28, 2026, to complete routine pavement maintenance and airfield upkeep.

The project is funded through a Federal Aviation Administration grant and is part of the Airport's ongoing obligation to maintain safe, reliable, and compliant airfield infrastructure. Planned work includes crack sealing, fog sealing, pavement grooving, and restriping of airfield surface markings.

“We recognize there is never a convenient time to close a commercial service airport. So, in advance of selecting these dates, the Airport Authority worked closely with our aviation partners, local stakeholders, and community representatives to identify a window that minimizes impacts to the traveling public and the community at large, while also meeting strict construction, safety, and weather requirements necessary for this type of work.” said Airport Director Tim Burke.

During the three-day closure, the airfield will be closed to all fixed-wing aircraft operations. However, Friedman Memorial Airport will remain open and available for helicopter air ambulance and other helicopter life-safety operations, ensuring continued access for emergency medical services and wildfire response.

Additional information and operational updates will be shared as the closure dates approach. Airport users and community members are encouraged to monitor official Airport communications for the latest details.

#### **For more information, please contact:**

Tim Burke  
 Airport Director, Friedman Memorial Airport (SUN)  
[tim@iflysun.com](mailto:tim@iflysun.com)  
 208-721-3074

[www.iflysun.com](http://www.iflysun.com).

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## Request for Proposals (RFP)

### Website Redesign Services

**Issued by: Friedman Memorial Airport Authority (FMAA)**

**Issue Date:**

**Proposal Due Date:**

### 1. Introduction

The Friedman Memorial Airport Authority (FMAA), operator of the Friedman Memorial Airport (SUN) in Hailey, Idaho, is soliciting proposals from qualified firms to redesign and modernize the Airport's official website. The objective of this project is to create an easy-to-navigate, user-friendly, visually appealing, and information-rich website that serves not only to provide time-critical information to the traveling public, but also, serve as a reliable public library for airport documents, plans, and studies while effectively representing the Airport's role in providing the Wood River Valley, surrounding communities, and traveling public a safe, reliable and friendly aviation facility.

### 2. Background

Friedman Memorial Airport serves as the primary commercial service airport for the Wood River Valley and South-Central Idaho. The Airport accommodates both commercial airline and general aviation operations and is jointly owned by the City of Hailey and Blaine County, Idaho.

The existing website has served the Airport well for many years; however, FMAA intends to update the site to improve usability, ease-of-navigation, transparency, and communication with stakeholders, tenants, and the traveling public.

### 3. Project Goals

The redesigned website should:

- Serve as a **comprehensive, well-organized library** for public documents, reports, studies, master plans, environmental assessments, meeting materials, and policies.
- Provide a **clean and intuitive user experience** with clear navigation menus and responsive design optimized for both desktop and mobile devices.

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- Reflect the brand and character of the Friedman Memorial Airport and the Wood River Valley, emphasizing its connection to our heavily tourism-driven economy.
  - Include easy-to-use content management tools allowing Airport staff to upload, edit, and archive materials without specialized coding knowledge.
  - Ensure compliance with ADA accessibility standards and best practices for public transparency and cybersecurity.
  - Incorporate robust search functionality and clear document categorization (e.g., by year, topic, or department).
  - Provide straightforward integration with public meeting schedules, news updates, and alerts (e.g., closures, public notices).
- 

## 4. Scope of Work

The selected consultant or firm will be responsible for:

1. **Discovery and Planning**
    - Review the current website and content.
    - Meet with Airport staff to identify needs, pain points, and priorities.
    - Recommend a sitemap, structure, and visual design approach.
  2. **Design and Development**
    - Create mockups for review and approval.
    - Develop a modern, responsive website consistent with best practices and compatible with current browsers and mobile platforms.
    - Migrate and organize existing content and documents.
  3. **Implementation and Training**
    - Test for ADA accessibility, security, and mobile optimization.
    - Provide training to select Airport staff on how to manage and update content.
    - Deliver full documentation of system architecture and maintenance instructions.
  4. **Hosting and Maintenance (Optional)**
    - Proposals may include options for website hosting, maintenance, and technical support.
- 

## 5. Proposal Requirements

Proposals should include:

- **Cover Letter** summarizing understanding of the project and firm qualifications.
- **Project Team** with resumes or bios of key personnel.

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- **Relevant Experience** with examples of comparable airport or municipal websites, especially those for tourism-focused communities.
  - **Approach and Work Plan** outlining steps to deliver the scope of work.
  - **Timeline** identifying major milestones and completion targets.
  - **Cost Proposal** including design, development, implementation, and optional hosting/maintenance.
  - **References** from at least three recent clients.
- 

## 6. Evaluation Criteria

Proposals will be evaluated based on the following:

1. Understanding of project goals and scope.
2. Demonstrated experience with public agency and airport websites.
3. Quality and usability of past website designs.
4. Project management approach and ability to meet deadlines.
5. Cost proposal and overall value.
6. Local presence and familiarity with the Wood River Valley community.

Preference may be given to firms based in or with offices in Blaine County or surrounding areas, or firms with established knowledge of the local economy and community.

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## 7. Submission Instructions

Proposals must be received by [Insert Date and Time] and may be submitted electronically in PDF format to:

Eliana Wolper  
Airport Business Operations Coordinator  
Friedman Memorial Airport Authority  
Email: [Eliana@iflysun.com](mailto:Eliana@iflysun.com)  
Mailing Address: 1616 Airport Circle, Hailey, ID 83333

Late proposals will not be considered.

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## 8. Additional Information

FMAA reserves the right to reject any or all proposals, to waive informalities, and to select the proposal that best meets the needs of the Airport. All materials submitted in response to this RFP become the property of the Friedman Memorial Airport Authority.

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## Attachment A – Proposal Evaluation Scoring Matrix

### Friedman Memorial Airport Authority (FMAA) Website Redesign Services RFP

Evaluation Criteria	Description	Maximum Points	Score (0-5)*	Weighted Score
<b>1. Understanding of Project Goals and Scope</b>	Demonstrated understanding of FMAA's objectives, focus on document accessibility, user experience, and public transparency.	20		
<b>2. Relevant Experience and Qualifications</b>	Experience designing websites for airports, public agencies, or tourism-driven communities. Includes firm and key personnel qualifications.	20		
<b>3. Design Quality and Innovation</b>	Quality, usability, and aesthetics of previous website designs. Evaluation of proposed approach and creativity.	15		
<b>4. Technical Approach and Functionality</b>	Proposed technical solution, content management system, ADA compliance, mobile responsiveness, and long-term usability.	15		
<b>5. Project Management and Timeline</b>	Clarity of proposed schedule, milestone identification, and ability to meet deadlines.	10		
<b>6. Cost Proposal and Value</b>	Overall cost competitiveness and value for services offered, including optional maintenance/hosting.	10		
<b>7. Local Knowledge and Community Familiarity</b>	Knowledge of the Wood River Valley community, local presence, and understanding of tourism-based economy.	10		
<b>Total</b>		<b>100</b>		

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**\*Scoring Key (0–5):**

- 0 = Does not meet requirements
  - 1 = Poor; incomplete understanding
  - 2 = Fair; partially meets requirements
  - 3 = Good; meets requirements
  - 4 = Very Good; exceeds some requirements
  - 5 = Excellent; exceeds all requirements
- 

**Notes for Evaluators:**

- Each evaluator independently scores each category.
- Weighted scores are calculated as  $(\text{Score} \div 5) \times \text{Maximum Points}$ .
- Final rankings are based on total weighted score across all categories.
- Interviews or presentations (if held) may account for up to an additional 10 bonus points, at FMAA's discretion.

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