

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

PLEASE TAKE NOTICE that a regular meeting of the Friedman Memorial Airport Authority shall be held Tuesday, April 7, 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
April 7, 2026**

- I. APPROVE AGENDA – ACTION ITEM**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. March 3, 2026 Regular Meeting – Motion to Approve – **Attachment #1 ACTION ITEM**
- IV. REPORTS**
 - A. Chair Report
 - B. Blaine County Report
 - C. City of Hailey Report
 - D. Fly Sun Valley Alliance Report
 - E. Staff Team Report
- V. AIRPORT STAFF BRIEF (5 Minutes Allotted)**
 - A. Noise Complaints in March – **Attachment #2**
 - B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data for February – **Attachment #3 - #5**
 - C. Review Correspondence – **Attachment #6**
- VI. ACTION ITEMS**
 - A. NEW BUSINESS
 - 1. Customer Facility Charge (CFC) Resolution No. 2026-01 – Consideration of Approval – **Attachment #7 ACTION ITEM**
 - 2. ITD Division of Aeronautics Grant Offer – Consideration of Recommendation of Acceptance – **Attachment #8 - #9 ACTION ITEM**
 - B. CONTINUING BUSINESS
 - 1. None
- VII. UPDATES AND DISCUSSION**
 - A. NEW BUSINESS
 - 1. Miscellaneous
 - i. Federal Legislative Affairs – ALERT & PAPA Acts - Discussion
 - 2. Construction and Capital Projects
 - i. Parking Lot Capacity Constraints – Update and Discussion
 - 3. Airport Planning Projects
 - i. None
 - B. CONTINUING BUSINESS
 - 1. Miscellaneous
 - i. Federal Government Shutdown and Impacts on TSA - Update
 - 2. Construction and Capital Projects
 - i. Air Traffic Control Tower – Update – **Attachment #10**
 - 3. Airport Planning Projects
 - i. Airport Infrastructure and Optimization Study – Update
 - ii. Terminal Architectural Improvement Study & Capacity Constraints - Update
- VIII. PUBLIC COMMENT**
- IX. ADJOURNMENT**

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III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:

- A. March 3, 2026 Regular Meeting – Motion to Approve – **Attachment #1 ACTION ITEM**

IV. REPORTS

- A. Chair Report

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

- B. Blaine County Report

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

- C. City of Hailey Report

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

- D. Fly Sun Valley Alliance Report

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

- E. Staff Team Report

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

V. AIRPORT STAFF BRIEF – (5 Minutes Allotted)

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

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

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

Attachment #4 is ATCT Traffic Operations Record comparison by month

Attachment #5 are Enplanements, Deplanements and Seat Occupancy data

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

	February 2026	
Total Non-Federal Revenue	February, 2026	\$780,907
Total Non-Federal Revenue	February, 2025	\$517,438
Total Non-Federal Revenue	FY '26 thru February	\$3,662,989
Total Non-Federal Revenue	FY '25 thru February	\$2,913,059
Total Non-Federal Expenses	February, 2026	\$352,634
Total Non-Federal Expenses	February, 2025	\$374,371
Total Non-Federal Expenses	FY '26 thru February	\$2,063,398
Total Non-Federal Expenses	FY '25 thru February	\$2,165,484
Net Income excluding Federal Programs	FY '26 thru February	\$1,599,591
Net Income excluding Federal Programs	FY '25 thru February	\$747,575
Net Income to include Federal Programs	FY '26 thru February	\$-984,807
Net Income to include Federal Programs	FY '25 thru February	\$2,625,459

C. Review Correspondence – **Attachment #6**

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

A. NEW BUSINESS

1. Customer Facility Charge (CFC) Resolution No. 2026-01 – Consideration of Approval – **Attachment #7 ACTION ITEM**

Attached for Board consideration is Resolution 2026-01. At the recommendation of the Airport’s Rental Automobile Concessionaire consulting firm, Leibowitz and Horton, along with FMAA legal counsel, this resolution proposes updates to the existing Customer Facility Charge program to provide more flexibility and increase revenue for needed capital improvements. The current Customer Facility Charge program was adopted in 2022.

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As a reminder, Customer Facility Charges are assessed as a per-day user fee on rental car contracts. The proposed updates are intended to better align FMAA's capital program needs with this common funding mechanism used at other airports. This increased revenue rate and use flexibility will assist the airport with needed funding for future airport capital projects identified in the Master Plan. This may include development of a Quick Turnaround Facility to support vehicle cleaning, fueling, and maintenance operations.

Since 2022, the CFC has been set at \$3.50 per day, charged for a maximum 14 days on any rental contract. The updated program would increase the rate to \$4.50 per day and be charged for each 24 hour period the car is rented. These fees are collected by the rental car companies and remitted to the airport.

Resolution 2026-01 has been reviewed by both legal counsel and the Airport's RAC consulting firm, Leibowitz and Horton.

ACTION REQUESTED: Motion to approve and adopt Resolution 2026-01, updating and authorizing the continuation of the Customer Facility Charge program at Friedman Memorial Airport to fund airport improvements and expenses, effective in Fiscal Year 2027.

2. ITD Division of Aeronautics Grant Offer – Consideration of Recommendation of Acceptance – **Attachment #8 - #9 ACTION ITEM**

The Idaho Transportation Department Division of Aeronautics has extended a grant offer to the airport. SUN's grant amount is \$50,000 and the grant funds are being administered through the Idaho Airport Aid Program.

The \$50,000 of grant funds will be forthcoming upon acceptance of the grant agreement (**Attachment #8 - #9**) and will be used to help with the reimbursement of FAA AIP 059 – Property Acquisition.

ACTION REQUESTED: Motion to recommend acceptance of the ITD Division of Aeronautics Grant Offer in the amount of \$50,000 by the City of Hailey and Blaine County as airport

co-sponsors. The actions will further direct Staff and Legal Counsel to develop the appropriate City and County Resolutions to support acceptance of the ITD Division of Aeronautics Grant Offer.

B. CONTINUING BUSINESS

1. None

VII. UPDATES AND DISCUSSION

A. NEW BUSINESS

1. Miscellaneous
 - i. Federal Legislative Update – ALERT & PAPA Acts – Discussion

Over the past year, Airport staff have briefed the FMAA Board on several occasions regarding concerning legislation being considered on Capitol Hill known as the Pilot and Aircraft Privacy (PAPA) Act.

The PAPA Act has recently advanced in the U.S. House as part of the broader ALERT Act and is continuing through the legislative process. If enacted in its current form, the bill would prohibit federally obligated airports such as SUN from using ADS-B data for the purpose of collecting fees.

For background, ADS-B devices are onboard aircraft and function as electronic transmitters that send flight information to air traffic control, airports, and flight tracking platforms. This data includes aircraft identification, aircraft type, location, altitude, speed, and flight trajectory. Systems that incorporate ADS-B data have become standard across many airports and represent a cost effective, technology driven approach to accurate, fair, and equitable revenue collection.

Opponents of this practice, including the Aircraft Owners and Pilots Association (AOPA), argue that ADS-B was originally intended solely for air traffic control purposes and has since been repurposed by airports to impose unreasonable fees on pilots. This characterization is not accurate. By law, all airport fees must remain reasonable and cannot be unjustly discriminatory. Airports that violate these standards are subject to FAA investigation, as well as potential fines and civil penalties. In addition, FAA grant assurances provide multiple safeguards to ensure that aeronautical fees nationwide remain fair, reasonable, and compliant.

Landing fees themselves are not new. They have existed since the earliest days of aviation when farmers would charge pilots to land in their field. Today,

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airports across the United States strive to be financially self-sustaining, and most commercial service airports are. This means Airports rely, 100 percent, on user fees, rather than local taxpayers, to support essential functions such as airfield lighting, aircraft rescue and firefighting capability, snow removal, and payroll. The underlying principle is simple: those who use and benefit from the aviation system help pay for it. Those who do not, should not have to subsidize it.

ADS-B has allowed airports to modernize and automate what was once a labor-intensive process involving manual tracking, paper records, and snail-mailed invoices. This technology has not increased fees. Rather, it has improved efficiency, accuracy, and consistency in how fees are applied and collected.

If enacted (the Airport industry is confident enactment is imminent) this legislation would not make aviation free. Instead, it would eliminate a proven, efficient tool that supports the airport's ability to remain financially self-sufficient. The likely result would be a shift back to more intensive labor and less reliable methods of fee collection.

As this legislation progresses, the financial impact to our airport could be significant. Increased administrative burden will require additional staff time and resources to collect the same revenue. Those costs will ultimately be passed on to airport users. Airport staff must be clear: we cannot forego aeronautical revenue or create exemptions for certain users. Federal obligations prohibit that.

This briefing serves as public notice that increases to rents, fuel flowage fees, and landing fees may become necessary if the cost of collecting overnight parking and landing fees becomes significantly more burdensome. As it stands now, landing fees and overnight parking fees account for approximately \$1 million/year in revenue.

Airport staff welcome Board discussion on this issue and potential strategies to address what could become a devastating financial revenue gap.

2. Construction and Capital Projects
 - i. Parking Lot Capacity Constraints – Update and Discussion

As shared with the FMAA Board last month, parking capacity challenges continued throughout March. Parking is increasingly becoming both a constraint and a safety concern for Airport staff, who have been forced to implement mitigation measures. These include suspending complimentary overnight parking for airline partners and colleagues who occasionally leave vehicles at the airport for personal travel. Additionally, staff established overflow parking in

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grassy areas and allowed parallel parking along portions of adjacent roadways. While these emergency measures work in the interim, they present safety issues for vehicle maneuvering, especially for the larger shuttle buses.

It is imperative that these constraints do not evolve into safety or compliance issues. Vehicles blocking fire hydrants, fire lanes, security gates, and egress points create unwanted risks.

As part of the FY2027 budget planning process, staff are working with consultants to evaluate our parking rates and charges that could help manage demand while remaining aligned and competitive with similarly situated airports such as Boise and Idaho Falls. While an increase in the daily parking rate schedule is being explored, staff will continue to keep the Board apprised of findings and recommendations on the matter.

3. Airport Planning Projects
 - i. None

B. CONTINUING BUSINESS

1. Miscellaneous
 - i. Federal Government Shutdown and Impacts on TSA – Update

As we are all aware, for the second time in a year, a federal government shutdown has impacted the aviation industry and our 19 hardworking TSA partners here at Friedman Memorial Airport. While the most recent shutdown was partial and the funding lapse primarily affected the Department of Homeland Security, TSA employees were once again caught in the crosshairs and went 44 days without pay.

On March 26, the White House issued an executive order directing that TSA employees be paid immediately. At the time of this writing, the Senate has passed a bipartisan measure to fund most of DHS after the President called on Congress to act. It remains unclear when the House will take up the Senate-passed legislation, as both chambers are in recess until mid-April.

Airport staff and TSA personnel would also like to recognize the inspiring community response in support of these critical federal partners. We extend our sincere thanks to the many community members who came to the airport to donate food and essential items. While it would be impossible to recognize everyone individually, we would like to specifically acknowledge Sheriff Morgan Ballis and the Blaine County Law Enforcement Foundation for their generous donation of \$200 gift cards to each TSA employee.

In total, the community was responsible for \$13,725 of fundraising and three

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donation bins full of non-perishable food. It is truly encouraging to see a community like ours come together to support one another. On behalf of the TSA team at SUN, we extend our deepest gratitude to everyone who stepped up during this time.

2. Construction and Capital Projects

i. Air Traffic Control Tower – Update – **Attachment #10**

On March 2, 2026, after months of coordination among the Airport, the environmental consulting team, and the FAA, staff received confirmation from the FAA Helena Airports District Office that the Final Environmental Assessment (EA) had been completed, approved, and signed. The Final EA is accompanied by a Finding of No Significant Impact (FONSI), which allows construction of a new Air Traffic Control Tower (ATCT) to proceed on schedule without major environmental hurdles or required mitigation measures. This marks a meaningful and positive step forward for Friedman Memorial Airport.

Airport staff have uploaded both the Final EA and FONSI documents to the Airport's official website to ensure transparency, public access, and long term recordkeeping.

As of this writing, the ATCT project remains on schedule, with design underway and construction anticipated to begin in Spring 2027.

3. Airport Planning Projects

i. Airport Infrastructure and Optimization Study - Update

Airport staff, along with planning and engineering consultants and the Study Advisory Committee, continue to work carefully and deliberately through the phases of the Airport Infrastructure and Optimization Study using approved FAA methodology.

As the Board may recall, the Aviation Activity Forecasts (AAF) were submitted in October with an anticipated FAA review timeframe of 30 to 45 days. As of this writing, the Airport has not yet received FAA approval of these forecasts. Approved forecasts are not only a regulatory requirement, but also a critical planning tool used to guide accurate facility and infrastructure development.

Based on recent conversations with the FAA, staff anticipate approval of the forecasts within the next one to two weeks. Once approved, the Study Advisory Committee and staff will move forward with developing both full-

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standard and less-than-full-standard design alternatives for Board review and public input.

ii. Terminal Architectural Improvement Study & Capacity Constraints - Update

As previously briefed over the past several months, the Airport is utilizing State grant funding to conduct a terminal planning study aimed at identifying modest improvements within the existing building footprint to enhance safety, ergonomics, and the overall passenger experience.

On April 1, RLB Architects presented several preliminary and informal layout concepts focused on reducing congestion at the passenger screening checkpoint and improving ADA accessibility compliance. Airport staff have a follow-up meeting scheduled with engineers and architects next week to evaluate overall feasibility. As options are refined, the Airport will seek feedback and coordination with TSA, as their approval and buy-in to TSA checkpoint design standards are critical to the success of this project.

Once a preferred direction is identified and vetted with key stakeholders, staff will present potential checkpoint layout options to the Board for review and discussion. Subsequent phases of the study will evaluate ticket counter configurations and airline office layouts, culminating in a set of options and recommendations for Board consideration; along with cost estimates for capital planning.

Separately, as part of the Airport's annual federal Title VI Civil Rights compliance inspection, the most recent review identified the revolving door at the exit lane to baggage claim as non-compliant. Addressing this issue is more complex than a simple door replacement due to space constraints, TSA security requirements, and associated infrastructure costs. Achieving compliance will likely require a larger scale capital project. Airport staff have requested that this issue be incorporated into the ongoing terminal planning analysis.

The Title VI inspection also identified the need for a service animal relief area within the passenger hold room. Due to space limitations and feasibility, FMAA has been granted an exception. Service animals and their handlers will continue to be escorted to an appropriate relief area outside the terminal building.

FMAA remains committed to maintaining compliance with Title VI and ADA requirements and will continue to keep the Board informed as this work progresses.

VIII. PUBLIC COMMENT

IX. ADJOURNMENT

**MINUTES OF A REGULAR MEETING
OF THE
FRIEDMAN MEMORIAL AIRPORT AUTHORITY
March 3, 2026
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, Treasurer – Ron Fairfax

FRIEDMAN MEMORIAL AIRPORT STAFF:

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

AIRPORT LEGAL COUNSEL:

Lawson Laski Clark PLLC – Jim Laski

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

I. APPROVE AGENDA (1:37)

A motion to approve the agenda as presented.

MOTION: *Made by Vice Chair Davis to approve the agenda as presented. Seconded by Secretary McCleary.*

PASSED UNANIMOUSLY

II. PUBLIC COMMENT (2:12)

None.

III. APPROVE FMAA MEETING MINUTES (2:38)

A. February 3, 2026, Regular Meeting – Motion to Approve – **Attachment #1 ACTION ITEM**

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

PASSED UNANIMOUSLY

IV. REPORTS (3:02)

A. Chair Report

No report given.

B. Blaine County Report

Secretary McCleary reported that the County met with BLM to discuss the upcoming fire season and changes to the status of BLM's wildland fire services. Airport Director Burke reported that this change will not impact airport access in the event of a fire and that the airport allows access based upon a Federal identification badge.

C. City of Hailey Report

No report given.

D. Fly Sun Valley Report (see **Attachment #2**)

Carol Waller, the director of Fly Sun Valley Alliance, reported on the results of the annual Air Passenger Survey. This presentation includes passenger profile data, finding that 79% of users were visitors or part-time residents versus 21% full time residents. The calculated direct spend of visitors in the community was \$266 million of economic impact in the community. Other metrics measured included number of repeat visitors, market of origin, which flight routes visitors are utilizing, and change in usage of SUN over the past 5 years. The airport was well rated across the polled areas with the lowest rating for good and beverage concessions.

The Board discussed the cycle that the survey is run on and the way that feedback from the survey is utilized, such as adding wine and beer concessions and more comfortable furniture to the terminal area.

E. Airport Team Reports (see PowerPoint Presentation) (21:19)

Airport Director Burke reported that despite that lack of snow it has been a busy winter at the airport. The TSA has pushed an average of 1000 passengers per day through the checkpoint. Director Burke reported that the TSA is being impacted by the partial federal government shutdown and they are not currently being paid. Airport staff has coordinated with TSA officials to provide breakfast and coffees and gift cards for essentials.

Airport Director Burke reported that the agreement from Turo has been returned to the airport and is being reviewed by legal counsel. Turo and the City of Hailey have been put into contact to work out local taxes that may need to be assessed. Consultants for the new rental car agreements are in town for a site visit that will aide them in better helping the airport in drafting new agreements.

Airport Director Burke reported that the airport is 11.2% busier this year compared to last. Flight operations are 23.3% higher than last year.

V. AIRPORT STAFF BRIEF

A. Noise Complaints in February (**See Attachment #3**)

B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data (**See Attachment #4-#6**)

C. Review Correspondence

VI. ACTION ITEMS (28:47)

A. NEW BUSINESS

1. None

B. CONTINUING BUSINESS

1. None

VII. UPDATES AND DISCUSSION

A. NEW BUSINESS

1. None

B. CONTINUING BUSINESS

(29:04)

1. Miscellaneous

- i. Air Traffic Control Replacement Project – Update and Discussion

Airport Director Burke stated that the public comment period for the Environmental Assessment on the replacement Air Traffic Control Tower has closed. The FAA will prepare responses to any substantive questions. Staff expects a Finding of No Significant Impact (FONSI) and the FAA official Record of Decision.

The airport has received confirmation from the FAA that they have reviewed the Independent Fee Estimate and has signed the work order to move into the design phase of the project. Design charettes will be available for review by the Board and community to ensure that the newly designed tower blends in to the community.

- ii. Hidden Disabilities Sunflower Program – Update and Discussion

Staff is moving forward with implementation of the Hidden Disabilities Sunflower Program. Staff will wear sunflower items to indicate to members of the community that they are available for additional assistance. All employees who work within the terminal will go through computer-based training for this program.

- iii. APRT – ATC “Radar Feed” – Update and Discussion

As of February 25th, SUN is the fifth contract air traffic control tower to implement APRT (Airborne Position Reference Technology) which is a radar-like technology that significantly improves situational awareness of the controllers in the tower. The technology includes an aircraft’s location, velocity, and route through surrounding airspace.

Treasurer Ron Fairfax commented on his experience flying in with the new technology and how positive it was.

2. Construction and Capital Projects

- i. GA Pilot Lounge – Update

Construction is ongoing on the GA Pilot Lounge with very few weather related delays. The project is still on track for a springtime opening. Staff will set a ribbon cutting date at a future meeting.

3. Airport Planning Projects

- i. Airport Infrastructure and Optimization Study – Update and Discussion

Airport Director Burke gave an update on the Master Plan Update. Staff and consultants are continuing to advance through this study with the assistance of the advisory committee. Federal delays are still impacting approval of the aviation activity forecasts. Staff is hoping to receive approval soon. Once approved long term passenger facility requirements will be evaluated.

- ii. Terminal Architectural Study – Update and Discussion

Airport Director Burke reminded the Board that Staff are using a state grant to fund an architectural study in the terminal to evaluate ways to improve the existing terminal building. The FAA District Office has indicated that many proposed improvements will be eligible for federal funding. The FAA evaluates funding based on safety, security and capacity. Top priorities for this project are to expand the TSA security checkpoint or to add an additional baggage screening lane.

VIII. PUBLIC COMMENT

(49:34)

None

IX. ADJOURNMENT

The March 3, 2026, Regular Meeting of the Friedman Memorial Airport Authority was adjourned at 6:20 p.m.

Angenie McCleary, Secretary

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

Friedman Memorial Airport Noise Inquiry Form

Date Received: 29-Mar-2026 21:06 MDT

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

Contact Information:

- **Name:** Heather Crocker
- **Phone Number for call back:** On File **Email:** On File
- **Address:** [1885 Ridge Rock Ln, Hailey, Idaho, 83333](#)
- **Do you wish to be contacted by the Airport?** Yes

Noise Incident Information

- **Time of incident:** 2026-Mar-29 21:01
- **Type of Incident (Overflight, Low Flying, Circling, Hovering, Vibration/Rumbling, Late Night/Early Morning, Sustained Noise, Frequency of Flights, Unusually Loud, Other):** Hovering, Sustained Noise, Unusually loud
- **Comments:** Hi! I've lived near the airport for years and never complained. The jets come and go and you get used to it. But over the past few months we've had sustained helicopters hovering and flying around for extended periods of time and I'm wondering when it will stop? When they are hovering and flying I can't hear other things around me, like the television at a normal volume. As I write this it's been going on for a while. Thank you for your consideration.
- **Attachments, if any (photo, video, recording):**

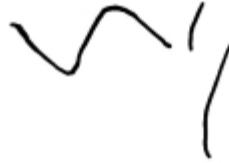
Important Information:

Public Records Law

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

Jurisdiction of Airspace

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



I have read and understood the above information:

Outcome/Resolution (Airport response)

Hi Ms. Crocker,

Thank you for contacting the Friedman Memorial Airport (SUN) via the Noise Comment form regarding helicopter noise in the vicinity of the airport.

You are correct in your perception that the Wood River Valley is experiencing more helicopter traffic. As you may be aware, Blaine County and the surrounding regions are now served by two air ambulance helicopters that are centrally dispatched from the Wood River Valley. This has significantly reduced emergency response times for a region with a high level of outdoor recreation and remote terrain.

Life Flight Network bases one air ambulance helicopter, full time, at a hangar on the Friedman Memorial Airport in Hailey. Air St. Luke's bases a helicopter on the roof of St. Luke's Wood River Medical Center in Ketchum. During periods of inclement weather, Air St. Luke's may temporarily reposition its helicopter to a hangar at the airport to protect the aircraft, but under normal conditions, emergency missions originate directly from the hospital.

Because these helicopters respond to time-critical, life-safety emergencies across southern Idaho, their flight paths can vary and are determined by what is most efficient and appropriate for each mission. Given the urgent nature of these operations, there is no schedule or predictability for when they come and go and often times, it's at all hours of the day.

That said, both Life Flight Network and Air St. Luke's are committed to being good neighbors within the Wood River Valley. For non-emergent flights, such as repositioning between the hospital and the airport, both operators have agreed to consider routes farther east or west of the Valley when conditions allow but since they take off and land here at the airport, inevitably, there will be continued helicopter noise.

Sincerely,

Tim Burke
Airport Director

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (COMBINED '26)

2:55 PM

03/31/2026

Accrual Basis

Ordinary Income/Expense

Income

4000-00 · AIRCARRIER

	Oct '25 - Feb 26	Budget	\$ Over Budget	% of Budget
4000-01 · Aircarrier - Lease Space	269,473	530,000	-260,527	51%
4000-02 · Aircarrier - Landing Fees	179,350	300,000	-120,650	60%
4000-03 · Aircarrier - Gate Fees	0	0	0	0%
4000-04 · Aircarrier - Utility Fees	150	360	-210	42%
4010-07 · Aircarrier - '14 PFC App	0	0	0	0%
4010-08 · Aircarrier - '25 PFC App	184,295	514,000	-329,705	36%

Total 4000-00 · AIRCARRIER

633,268 1,344,360 -711,092 47%

4020-00 · TERMINAL AUTO PARKING REVENUE

4020-01 · Automobile Parking - Terminal	454,794	900,000	-445,206	51%
4020-02 · Automobile Parking - Passes	60	600	-540	10%

Total 4020-00 · TERMINAL AUTO PARKING REVENUE

454,854 900,600 -445,746 51%

4030-00 · AUTO RENTAL REVENUE

4030-01 · Automobile Rental - Commission	380,968	800,000	-419,032	48%
4030-02 · Automobile Rental - Lease Space	15,070	35,000	-19,930	43%
4030-03 · Automobile Rental - Auto Prkng	33,314	75,000	-41,686	44%
4030-04 · Automobile Rental - Utilities	678	2,500	-1,822	27%
4030-00 · AUTO RENTAL REVENUE - Other	0	0	0	0%

Total 4030-00 · AUTO RENTAL REVENUE

430,029 912,500 -482,471 47%

4040-00 · TERMINAL CONCESSION REVENUE

4040-01 · Terminal Shops - Commission	31,020	47,000	-15,980	66%
4040-03 · Terminal Shops - Utility Fees	678	2,500	-1,822	27%
4040-04 · Pay Phones - Commission	0	60,000	-60,000	0%
4040-10 · Advertising - Commission	30,388	6,000	24,388	506%
4040-11 · Vending Machines - Commission	1,652	0	1,652	100%
4040-12 · Terminal ATM	250	600	-350	42%

Total 4040-00 · TERMINAL CONCESSION REVENUE

63,988 116,100 -52,112 55%

4050-00 · FBO REVENUE

4050-01 · FBO - Lease Space	102,017	198,000	-95,983	52%
4050-02 · FBO - Overnight Parking Fees	0	0	0	0%
4050-04 · FBO - Commission	41,257	55,000	-13,743	75%
4050-07 · FBO - Miscellaneous	0	0	0	0%

Total 4050-00 · FBO REVENUE

143,275 253,000 -109,725 57%

4060-00 · FUEL FLOWAGE REVENUE

4060-01 · Fuel Flowage - FBO	235,458	500,000	-264,542	47%
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Total 4060-00 · FUEL FLOWAGE REVENUE

235,458 500,000 -264,542 47%

4070-00 · TRANSIENT REVENUE

4070-01 · Parking Fees - Non-Comm./Gov't	218,093	410,000	-191,908	53%
4070-02 · Landing Fees - Non-Comm./Gov't	228,909	600,000	-371,091	38%

Total 4070-00 · TRANSIENT REVENUE

447,001 1,010,000 -562,999 44%

4080-00 · HANGAR REVENUE

4080-01 · Land Lease - Hangar	388,520	774,000	-385,480	50%
4080-02 · Land Lease - Hangar/Trans. Fee	216,986	50,000	166,986	434%
4080-03 · Hangar/Utilities (E8,11,24)	165	500	-335	33%
4080-05 · Land Lease - FMA Hangar Rentals	25,649	50,000	-24,351	51%

Total 4080-00 · HANGAR REVENUE

631,320 874,500 -243,180 72%

4090-00 · TIEDOWN PERMIT FEES REVENUE

4090-01 · Tiedown Permit Fees (FMA)	45,251	36,000	9,251	126%
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	Oct '25 - Feb 26	Budget	\$ Over Budget	% of Budget
Total 4090-00 · TIEDOWN PERMIT FEES REVENUE	45,251	36,000	9,251	126%
4100-00 · CARGO CARRIERS REVENUE				
4100-01 · Cargo Carriers - Landing Fees	0	0	0	0%
4100-02 · Cargo Carriers - Tiedown	0	0	0	0%
4100-00 · CARGO CARRIERS REVENUE - Other	0	0	0	0%
Total 4100-00 · CARGO CARRIERS REVENUE	0	0	0	0%
4110-00 · MISCELLANEOUS REVENUE				
4110-01 · Misc. Revenue	137,726	2,000	135,726	6,886%
4110-05 · Misc. Incident/Accident	0	0	0	0%
4110-09 · Miscellaneous Expense Reimburse	0	0	0	0%
4900-00 · GAIN/LOSS ON EQUIP. DISP.	0	0	0	0%
Total 4110-00 · MISCELLANEOUS REVENUE	137,726	2,000	135,726	6,886%
4120-00 · GROUND TRANSP. PERMIT REVENUE				
4120-01 · Ground Transportation Permit	21,750	24,000	-2,250	91%
4120-02 · GTSP - Trip Fee	2,500	5,000	-2,500	50%
4120-00 · GROUND TRANSP. PERMIT REVENUE - Other	0	0	0	0%
Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	24,250	29,000	-4,750	84%
4400-00 · TSA/SECURITY				
4400-02 · Terminal Lease	18,218	30,000	-11,782	61%
4400-03 · Security Prox. Cards	33,210	40,000	-6,790	83%
4400-00 · TSA/SECURITY - Other	0	0	0	0%
Total 4400-00 · TSA/SECURITY	51,428	70,000	-18,572	73%
4450-00 · RANCH REVENUE				
4450-01 · Ranch House Rent	8,000	7,200	800	111%
4450-02 · Ranch Lease	22,500	54,000	-31,500	42%
Total 4450-00 · RANCH REVENUE	30,500	61,200	-30,700	50%
4500-00 · IDAHO STATE GRANT PROGRAM REV.				
4500-24 · SUN-24	0	0	0	0%
4500-26 · IDOT F208SUN	0	15,000	-15,000	0%
Total 4500-00 · IDAHO STATE GRANT PROGRAM REV.	0	15,000	-15,000	0%
4520-00 · INTEREST REVENUE				
4520-01 · Interest Revenue - General	328,310	600,000	-271,690	55%
4520-07 · Interest Revenue - '14 PFC	0	0	0	0%
4520-11 · Interest Revenue - Leases	0	0	0	0%
4520-12 · Interest Revenue - CFC	6,098	0	6,098	100%
4520-13 · Interest Revenue - '25 PFC	234	0	234	100%
Total 4520-00 · INTEREST REVENUE	334,642	600,000	-265,358	56%
4600-00 · Relief Grants Oper.				
4600-01 · Coronavirus Relief Grants Oper.	0	0	0	0%
4600-02 · CRRSA/ARPA Operational	0	0	0	0%
4600-00 · Relief Grants Oper. - Other	0	0	0	0%
Total 4600-00 · Relief Grants Oper.	0	0	0	0%
4750-00 · Terminal Area Plan (TAP)				
4750-01 · Terminal Area Plan	0	0	0	0%
Total 4750-00 · Terminal Area Plan (TAP)	0	0	0	0%
4752-00 · CARES Act				
4752-01 · CARES Act	0	0	0	0%
Total 4752-00 · CARES Act	0	0	0	0%
4753-00 · AIP '53 - Rehabilitate Runway				
4753-01 · AIP '53 - Rehabilitate Runway	0	0	0	0%
Total 4753-00 · AIP '53 - Rehabilitate Runway	0	0	0	0%
4756-00 · AIP '56 - Rehab Runway Phase 2				
4756-01 · AIP '56 - Rehab Runway Phase 2	0	0	0	0%

	Oct '25 - Feb 26	Budget	\$ Over Budget	% of Budget
Total 4756-00 · AIP '56 - Rehab Runway Phase 2	0	0	0	0%
4758-00 · AIP '58 - Rehab Runway Phase 3				
4758-01 · AIP '58 - Rehab Runway Phase 3	0	0	0	0%
Total 4758-00 · AIP '58 - Rehab Runway Phase 3	0	0	0	0%
4759-00 · AIP '59 - Acquire Land for Appr				
4759-01 · AIP '59 - Acquire Land for Appr	0	0	0	0%
Total 4759-00 · AIP '59 - Acquire Land for Appr	0	0	0	0%
4760-00 · AIP '60 - CARES Dev. Addendum				
4760-01 · AIP '60 - CARES Dev. Addendum	0	0	0	0%
Total 4760-00 · AIP '60 - CARES Dev. Addendum	0	0	0	0%
4761-00 · AIP '61 - Airfield Pavement Etc				
4761-01 · AIP '61 - Airfield Pavement Etc	-436,930	700,000	-1,136,930	-62%
Total 4761-00 · AIP '61 - Airfield Pavement Etc	-436,930	700,000	-1,136,930	-62%
4762-00 · AIP '62 - Airfield AGIS				
4762-01 · AIP '62 Airfield AGIS	-16,420	600,000	-616,420	-3%
Total 4762-00 · AIP '62 - Airfield AGIS	-16,420	600,000	-616,420	-3%
4763-00 · AIP '63 - Infrastructure/Optimi				
4763-01 · AIP '63 Infrastructure/Optimi	-214,179	902,000	-1,116,179	-24%
Total 4763-00 · AIP '63 - Infrastructure/Optimi	-214,179	902,000	-1,116,179	-24%
4764-00 · AIP '64 - GA Terminal				
4764-01 · AIP '64 - GA Terminal	-236,267	740,000	-976,267	-32%
Total 4764-00 · AIP '64 - GA Terminal	-236,267	740,000	-976,267	-32%
4800-00 · Current Year AIP	0	2,700,000	-2,700,000	0%
4850-00 · CFC Pass-through Revenue	125,087	400,000	-274,914	31%
Total Income	2,884,280	12,766,260	-9,881,980	23%
Gross Profit	2,884,280	12,766,260	-9,881,980	23%
Expense				
5000 · EXPENDITURES				
5000-00 · "A" EXPENSES				
Total 5010-00 · Salaries - Admin Salaries	299,537	558,819	-259,282	54%
Total 5020-00 · Salaries - Operations Salaries	407,407	1,001,700	-594,293	41%
Total 5030-00 · Salaries - Seasonal Salaries	44,339	65,000	-20,661	68%
Total 5040-00 · Salaries - Overtime	11,462	40,000	-28,538	29%
5050-00 · Salaries - Adjustment/Merit	0	83,276	-83,276	0%
5060-00 · Salaries - One-time Pay	31,695	41,513	-9,818	76%
5070-00 · Compensated Absences Accrued	0	0	0	0%
5100-00 · Retirement	75,806	200,242	-124,436	38%
5110-00 · Social Security/Medicare	58,724	136,959	-78,235	43%
5120-00 · Life Insurance	495	2,000	-1,505	25%
5130-00 · Medical Insurance	128,954	290,000	-161,046	44%
5160-00 · Workman's Compensation	26,099	20,000	6,099	130%
Total 5000-00 · "A" EXPENSES	1,084,518	2,439,509	-1,354,991	44%
6000 · "B" EXPENDITURES				
6000-0 · "B" EXPENSES - ADMINISTRATIVE				
6000-00 · TRAVEL EXPENSE				
6000-01 · Travel	18,129	50,000	-31,871	36%
Total 6000-00 · TRAVEL EXPENSE	18,129	50,000	-31,871	36%
6010-00 · SUPPLIES/EQUIPMENT EXPENSE				
6010-01 · Supplies/Equipment - Office	4,089	8,200	-4,111	50%
6010-02 · Supplies/Equipment - Parking	0	700	-700	0%
6010-03 · Supplies/Equipment - Computer	12,955	30,000	-17,045	43%
Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE	17,044	38,900	-21,856	44%
6020-00 · INSURANCE				

	Oct '25 - Feb 26	Budget	\$ Over Budget	% of Budget
6020-01 · Insurance	0	133,000	-133,000	0%
Total 6020-00 · INSURANCE	0	133,000	-133,000	0%
6030-00 · UTILITIES				
6030-01 · Utilities - Gas/Terminal	2,455	12,000	-9,545	20%
6030-02 · Utilities - Gas/AOB & Cold Stor	1,990	8,000	-6,010	25%
6030-03 · Utilities - Elect./Runway&PAPI	2,370	6,000	-3,630	40%
6030-04 · Utilities - Elec./AOB & Cold St	4,172	10,000	-5,828	42%
6030-05 · Utilities - Electric/Terminal	25,073	62,000	-36,927	40%
6030-06 · Utilities - Telephone	7,578	23,000	-15,422	33%
6030-07 · Utilities - Water	3,014	18,000	-14,986	17%
6030-08 · Utilities - Garbage Removal	19,337	24,000	-4,663	81%
6030-09 · Utilities - Sewer	5,839	10,000	-4,161	58%
6030-11 · Utilities - Electric/Tower	2,765	7,000	-4,235	40%
6030-12 · Utilities - Elec./Brdfrd.Hghl	237	600	-363	39%
6030-13 · Utilities - Elec. Exit Booth	375	1,500	-1,125	25%
6030-15 · Utilities - Elec/AWOS	1,609	3,500	-1,891	46%
6030-16 · Utilities - Elec. Wind Cone	136	330	-194	41%
6030-17 · Utilities - Elec./Gas- Hangar	2,508	6,000	-3,492	42%
6030-20 · Utilities - Ranch	10,753	80,000	-69,247	13%
Total 6030-00 · UTILITIES	90,213	271,930	-181,717	33%
6040-00 · SERVICE PROVIDER				
6040-01 · Service Provider - General	1	0	1	100%
6040-02 · Service Provider - Term. Serv.	21,531	8,000	13,531	269%
6040-03 · Service Provider - AOB Services	51,122	75,000	-23,878	68%
6040-04 · Service Provider-Ops./Airfield	6,344	18,000	-11,656	35%
6040-13 · Service Provider-Parking Lot	35,006	85,000	-49,994	41%
Total 6040-00 · SERVICE PROVIDER	114,004	186,000	-71,996	61%
6050-00 · PROFESSIONAL SERVICES				
6050-01 · Professional Services - Legal	33,065	250,000	-216,935	13%
6050-02 · Professional Serv. - Audit/Fina	89,490	140,000	-50,510	64%
6050-03 · Professional Services - Enginee	32,669	75,000	-42,331	44%
6050-04 · Professional Services - HR	1,265	16,000	-14,735	8%
6050-05 · Professional Services - Gen.	13,096	20,000	-6,904	65%
6050-10 · Prof. Svcs.-IT/Comp. Support	65,463	170,000	-104,538	39%
6050-12 · Prof. Serv.- Planning Air Serv.	0	2,000	-2,000	0%
6050-13 · Prof. Serv.-Website Hosting	200	1,200	-1,000	17%
6050-15 · Prof. Serv.-Web Maint-Outreach	227	30,000	-29,773	1%
6050-17 · Prof. Serv. - Airspace Consult.	0	40,000	-40,000	0%
6050-19 · Prof. Serv.-ATCT Relocation	2,310	25,000	-22,690	9%
6050-21 · Professional Services - Other	5,614	45,000	-39,386	12%
Total 6050-00 · PROFESSIONAL SERVICES	243,398	814,200	-570,802	30%
6060-00 · MAINTENANCE-OFFICE EQUIPMENT				
6060-01 · Maint.-Office Equip./Gen.	316			
6060-04 · Maintenance - Copier	1,658	2,000	-342	83%
6060-05 · Maintenance - Phone	0	1,000	-1,000	0%
Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT	1,974	3,000	-1,026	66%
6070-00 · RENT/LEASE OFFICE EQUIPMENT				
6070-02 · Rent/Lease - Postage Meter	674	1,500	-826	45%
Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT	674	1,500	-826	45%
6080-00 · DUES/MEMBERSHIPS				
6080-01 · Dues/Memberships	3,443	20,000	-16,557	17%
6080-07 · Cove Canal Assoc Dues - Ranch	0	3,200	-3,200	0%
Total 6080-00 · DUES/MEMBERSHIPS	3,443	23,200	-19,757	15%

	Oct '25 - Feb 26	Budget	\$ Over Budget	% of Budget
6090-00 · POSTAGE				
6090-01 · Postage/Courier Service	320	1,200	-880	27%
Total 6090-00 · POSTAGE	320	1,200	-880	27%
6100-00 · EDUCATION/TRAINING				
6100-01 · Education/Training - Admin.	6,016	10,000	-3,984	60%
6100-02 · Education/Training - OPS	2,817	32,000	-29,183	9%
6100-03 · Education/Training - ARFF	12,324	16,000	-3,676	77%
6100-06 · Education - Security	0	3,000	-3,000	0%
Total 6100-00 · EDUCATION/TRAINING	21,158	61,000	-39,842	35%
6101-00 · PUBLIC OUTREACH/ADS/COMMUNICATI				
6101-01 · Advertising/Social Media/Sponso	3,660	30,000	-26,340	12%
6101-02 · Public Outr/Comm - Noise Abatem	0	0	0	0%
6101-03 · Public Outr/Comm - SAAC	12,061	15,000	-2,939	80%
6101-00 · PUBLIC OUTREACH/ADS/COMMUNICATI - Other	0	0	0	0%
Total 6101-00 · PUBLIC OUTREACH/ADS/COMMUNICATI	15,721	45,000	-29,279	35%
6110-00 · CONTRACTS				
6110-02 · Contracts - FMAA	46,500	84,000	-37,500	55%
6110-03 · Contracts - FBO/Fee Collection	0	0	0	0%
6110-16 · Contracts - Prkg Mngt Fee/Ops	10,239	15,000	-4,761	68%
6110-17 · Contracts - Landing Fee Equip.	0	18,000	-18,000	0%
6110-18 · Contracts - Vector Commissions	51,567	78,000	-26,433	66%
Total 6110-00 · CONTRACTS	108,307	195,000	-86,693	56%
6130-00 · MISCELLANEOUS EXPENSES				
6130-01 · Misc. - General	9,479	15,000	-5,521	63%
6130-99 · HOLDER ACCT FOR DW POs	7,215			
6140-00 · Bank Fees	250	0	250	100%
6140-01 · Merchant Fees	346	600	-254	58%
6150-03 · Interest expense - leases	0	0	0	0%
Total 6130-00 · MISCELLANEOUS EXPENSES	17,290	15,600	1,690	111%
Total 6000-0 · "B" EXPENSES - ADMINISTRATIVE	651,674	1,839,530	-1,187,856	35%
6001 · "B" EXPENSES - OPERATIONAL				
6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS				
6500-01 · Supplies/Equipment - General	1,480	10,000	-8,520	15%
6500-02 · Supplies/Equipment - Tools	6,062	20,000	-13,938	30%
6500-03 · Supplies/Equipment-ClothingOps	2,830	4,000	-1,170	71%
6500-04 · Supplies/Equipment - Janitorial	18,477	45,000	-26,523	41%
6500-07 · Supplies/Equipment-ClothingPark	581	2,000	-1,419	29%
Total 6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS	29,430	81,000	-51,570	36%
6505-00 · EQUIP/VEHICLE - LEASE/RENTAL				
6505-01 · Eq./Vehi Lease/Rental - General	56,893	100,000	-43,107	57%
Total 6505-00 · EQUIP/VEHICLE - LEASE/RENTAL	56,893	100,000	-43,107	57%
6510-00 · FUEL/LUBRICANTS				
6510-01 · General	761	0	761	100%
6510-02 · Fuel	14,934	55,000	-40,066	27%
6510-03 · Lubricants	0	7,000	-7,000	0%
Total 6510-00 · FUEL/LUBRICANTS	15,695	62,000	-46,305	25%
Total 6520-00 · VEHICLES/MAINTENANCE	22,489	150,000	-127,511	15%
6530-00 · ARFF MAINTENANCE				
6530-01 · ARFF Maint. Gen/Supplies	5,217	15,000	-9,784	35%
6530-04 · ARFF Maint. - Radios	260	10,000	-9,740	3%
6530-06 · ARFF Maint. - '20 Oshkosh Strik	0	2,500	-2,500	0%
6530-08 · ARFF Maint. - '24 Oshkosh Strik	0	2,500	-2,500	0%
Total 6530-00 · ARFF MAINTENANCE	5,477	30,000	-24,524	18%

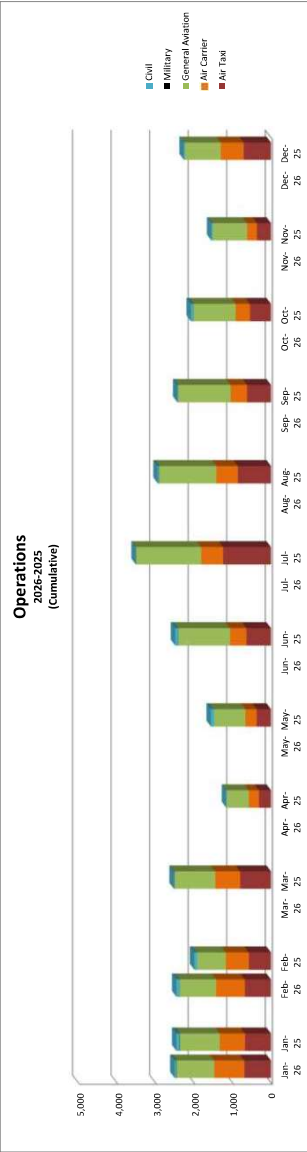
	Oct '25 - Feb 26	Budget	\$ Over Budget	% of Budget
6540-00 · REPAIRS/MAINTENANCE - BUILDING				
6540-01 · R/M Bldg. - General	45	1,500	-1,455	3%
6540-02 · R/M Bldg. - Terminal	77,527	200,000	-122,473	39%
6540-03 · R/M Bldg. - Terminal Concession	0	2,000	-2,000	0%
6540-04 · R/M Bldg. - Cold Storage	88	1,000	-912	9%
6540-05 · R/M Bldg. - AOB/SHOP	11,016	50,000	-38,984	22%
6540-06 · R/M Bldg. - Hangars	0	5,000	-5,000	0%
6540-07 · R/M Bldg. - Tower	4,600	18,000	-13,400	26%
6540-10 · R/M Bldg. - Ranch	180	15,000	-14,820	1%
6540-00 · REPAIRS/MAINTENANCE - BUILDING - Other	0	0	0	0%
Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING	93,456	292,500	-199,044	32%
6550-00 · REPAIRS/MAINTENANCE - AIRSIDE				
6550-01 · R/M - General	4,569	8,000	-3,431	57%
6550-02 · R/M - Airfield/Runway	5,246	40,000	-34,754	13%
6550-03 · R/M - Airfield/Runway - Deice	29,911	120,000	-90,089	25%
6550-04 · R/M - Lights	7,397	25,000	-17,603	30%
Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE	47,124	193,000	-145,876	24%
6551-00 · REPAIRS/MAINTENANCE - LANDSIDE				
6551-01 · RM - General	48	1,000	-952	5%
6551-02 · R/M - Parking Lot	10,370	35,000	-24,630	30%
6551-03 · R/M - Landscaping	1,741	10,000	-8,259	17%
6551-04 · R/M - Ranch	22,165	100,000	-77,835	22%
Total 6551-00 · REPAIRS/MAINTENANCE - LANDSIDE	34,324	146,000	-111,676	24%
6560-00 · SECURITY EXPENSE				
6560-01 · Security - General	4,051	10,000	-5,949	41%
6560-02 · Security - Law Enf. Offi. (LEO)	0	5,000	-5,000	0%
6560-03 · Security - Subscription Licen.	10,835	60,000	-49,165	18%
6560-04 · Security - Perim./Access/CCTV	3,992	30,000	-26,009	13%
6560-05 · Security - Professional Serv.	0	15,000	-15,000	0%
Total 6560-00 · SECURITY EXPENSE	18,878	120,000	-101,122	16%
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU				
6570-01 · R/M Aeronautical Equip - NDB/DME	46	8,500	-8,454	1%
6570-02 · R/M Aeronautical Equip. - Tower	4,526	15,000	-10,474	30%
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	0	8,500	-8,500	0%
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU	4,572	32,000	-27,428	14%
Total 6001 · "B" EXPENSES - OPERATIONAL	328,338	1,206,500	-878,162	27%
Total 6000 · "B" EXPENDITURES	980,011	3,046,030	-2,066,019	32%
7000 · "C" EXPENSES				
7001-00 · CAPITAL EXPENDITURES				
7001-01 · Land	0	0	0	0%
7001-02 · Buildings and Improvements	56,792	460,000	-403,208	12%
7001-03 · Airfield & General Improvements	194,159	200,000	-5,841	97%
7001-04 · Office Equipment	0	0	0	0%
7001-05 · Maintenance Equipment /Vehicle	0	210,000	-210,000	0%
7001-06 · Assessments/Plans/Studies	30,873	0	30,873	100%
7001-09 · Security Equipment	0	35,000	-35,000	0%
7001-10 · SRE Aquisition Non-AIP	731,747	900,000	-168,253	81%
7001-12 · Network Equipment	0	30,000	-30,000	0%
7001-99 · CONTINGENCY	0	2,000,000	-2,000,000	0%
Total 7001-00 · CAPITAL EXPENDITURES	1,013,571	3,835,000	-2,821,429	26%
7500-00 · IDAHO STATE GRANT PROGRAM				
7500-25 · '25 ITD Grant (Rotating Beacon)	48	0	48	100%
Total 7500-00 · IDAHO STATE GRANT PROGRAM	48	0	48	100%

	Oct '25 - Feb 26	Budget	\$ Over Budget	% of Budget
7553-00 · AIP '53 - Rehab RW, TW & Apron				
7553-01 · AIP '53 - Eligible	0	0	0	0%
Total 7553-00 · AIP '53 - Rehab RW, TW & Apron	0	0	0	0%
7556-00 · AIP '56 - Rehab Runway Phase 2				
7556-01 · AIP '56 - Eligible	0	0	0	0%
Total 7556-00 · AIP '56 - Rehab Runway Phase 2	0	0	0	0%
7558-00 · AIP '58 - Rehab Runway Phase 3				
7558-01 · AIP '58 - Eligible	0	0	0	0%
Total 7558-00 · AIP '58 - Rehab Runway Phase 3	0	0	0	0%
7559-00 · AIP '59 - Acquire Land				
7559-01 · AIP '59 - Eligible	0	0	0	0%
Total 7559-00 · AIP '59 - Acquire Land	0	0	0	0%
7560-00 · AIP '60 - Development Addendum				
7560-01 · AIP '60 - Eligible	0	0	0	0%
Total 7560-00 · AIP '60 - Development Addendum	0	0	0	0%
7561-00 · AIP '61 - Airfield Pavement Etc				
7561-01 · AIP '61 - Airfield Pavement Etc	4,075	0	4,075	100%
Total 7561-00 · AIP '61 - Airfield Pavement Etc	4,075	0	4,075	100%
7562-00 · AIP '62 Airfield AGIS				
7562-01 · AIP '62 - Airfield AGIS	2,282	0	2,282	100%
Total 7562-00 · AIP '62 Airfield AGIS	2,282	0	2,282	100%
7563-00 · AIP '63 Infrastructure&Optim				
7563-01 · AIP '63 Infrastructure&Optim	192,220	743,000	-550,780	26%
Total 7563-00 · AIP '63 Infrastructure&Optim	192,220	743,000	-550,780	26%
7564-00 · AIP '64 GA Terminal				
7564-01 · AIP '64 GA Terminal_Eligible	565,549	1,386,125	-820,576	41%
7564-02 · AIP '64 GA Terminal_NonEligible	26,626			
7564-00 · AIP '64 GA Terminal - Other	0	0	0	0%
Total 7564-00 · AIP '64 GA Terminal	592,175	1,386,125	-793,950	43%
8500-00 · Capital Imp. Program (CIP)				
8501-00 · CIP - General	0	2,850,000	-2,850,000	0%
Total 8500-00 · Capital Imp. Program (CIP)	0	2,850,000	-2,850,000	0%
9002-00 · PFC 25-11-C-00-SUN				
9002-01 · PFC '25 Expand Term Apron (001)	0	0	0	0%
Total 9002-00 · PFC 25-11-C-00-SUN	0	0	0	0%
Total 7000 · "C" EXPENSES	1,804,371	8,814,125	-7,009,754	20%
Total 5000 · EXPENDITURES	3,868,901	14,299,664	-10,430,763	27%
6666546 · Melio Fees	48	0	48	100%
66900 · ZzZ_Reconciliation Discrep	139			
9999-01 · Amortization	0	0	0	0%
Total Expense	3,869,087	14,299,664	-10,430,577	27%
Net Ordinary Income	-984,807	-1,533,404	548,597	64%
Net Income	-984,807	-1,533,404	548,597	64%

Friedman Memorial Airport
February 2026

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	2026
January	3,622	3,893	3,512	2,600	3,028	2,767	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	2,350	1,986	1,875	2,455	2,502
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	2,376	2,237	1,905	1,990	2,454
March	4,952	5,126	3,086	4,087	3,618	2,818	4,877	3,097	2,145	2,709	1,813	1,921	2,753	1,924	2,023	1,917	1,885	1,880	2,016	1,480	2,512	2,376	1,971	2,031	2,523	2,523
April	2,494	3,649	2,413	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	1,428	1,257	1,116	616	1,590	748	1,561	1,211	1,163	1,163
May	3,905	4,784	2,854	3,282	2,729	2,734	1,579	2,283	2,280	1,891	1,533	1,683	1,852	585	668	1,501	1,802	1,442	1,174	1,127	1,884	779	1,437	1,552	1,569	1,569
June	4,787	5,039	4,737	4,438	3,674	3,656	5,181	4,704	2,503	3,019	2,889	2,781	3,203	2,764	2,387	2,475	2,502	2,552	2,292	2,089	2,931	2,580	2,193	2,464	2,468	2,468
July	6,359	8,796	6,117	5,910	5,424	5,831	7,388	4,704	4,951	5,005	5,004	4,810	5,345	4,345	4,159	4,562	4,973	5,033	4,286	3,386	4,085	3,985	3,535	3,374	3,508	3,508
August	6,359	8,796	6,117	5,910	5,424	5,831	7,388	4,704	4,951	5,005	5,004	4,810	5,345	4,345	4,159	4,562	4,973	5,033	4,286	3,386	4,085	3,985	3,535	3,374	3,508	3,508
September	3,871	4,836	3,082	4,134	4,602	3,787	4,111	2,686	3,276	3,128	3,369	2,936	2,404	2,424	2,522	2,379	2,038	2,220	2,230	2,689	2,884	2,608	2,341	2,181	2,439	2,439
October	3,879	3,656	3,206	2,956	3,570	3,339	4,111	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	2,238	1,807	2,003	2,077	2,077
November	3,082	2,698	2,599	2,749	2,260	2,912	2,892	1,670	1,901	1,909	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	1,548
December	3,401	2,805	3,247	3,227	2,722	3,834	2,699	1,848	2,272	1,811	2,483	2,086	2,016	1,545	1,482	1,717	2,217	2,033	1,960	2,051	2,018	1,851	2,171	2,087	2,281	2,281
Totals	50,858	55,897	44,739	45,032	43,607	43,002	50,712	33,836	31,699	32,350	30,555	28,269	32,140	23,307	24,815	26,716	26,692	26,571	24,577	24,067	29,102	26,211	25,210	24,775	26,938	4,556

ATCT Operations Change (February 2026 vs. February 2025)			
	2026	2025	% Change
Air Taxi	680	575	18.3%
Air Carrier	742	597	24.3%
General Aviation	949	746	27.2%
Military	3	0	0.0%
Civil	80	72	11.1%
Total	2,454	1,990	23.3%
YTD Total	4,955	4,445	11.5%



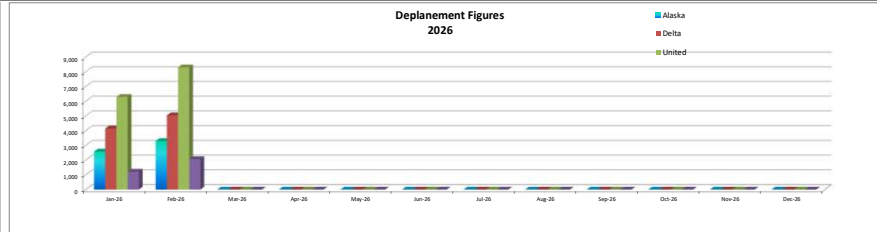
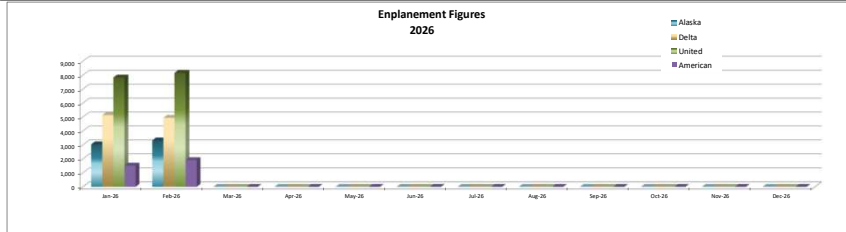
FRIEDMAN MEMORIAL AIRPORT
February 2026

Date	Alaska Airlines					Delta Airlines					United Airlines					American Airlines					Total Dep.	Prior Year Total Dep.	Total % Change
	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change			
Jan-26	2,956	87	3,043	2,698	12.8%	5,043	96	5,139	5,061	1.5%	7,685	150	7,835	8,005	-2.1%	1495	24	1519	0	0.0%	17,536	15,784	11.2%
Feb-26	3,224	105	3,329	2,742	21.4%	4,818	132	4,950	4,765	3.9%	8,041	122	8,163	7,973	2.4%	1877	36	1913	0	NA	18,355	15,480	18.6%
Totals	6,180	192	6,372	5,440	17.1%	9,861	228	10,089	9,826	2.7%	15,726	272	15,998	15,978	0.1%	3,372	60	3,432	0	0.0%	35,891	31,244	14.9%

Legend for Chart:

Date	Alaska Airlines					Delta Airlines					United Airlines					American Airlines					Total Dep.	Prior Year Total Dep.	Total % Change
	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change			
Jan-26	2,498	83	2,581	2,168	19.0%	4,037	113	4,150	4,182	-0.8%	6,157	134	6,291	6,464	-2.7%	1189	24	1213	0	NA	14,235	12,814	11.1%
Feb-26	3,203	94	3,297	2,735	20.5%	4,918	123	5,041	4,853	3.9%	8,149	147	8,296	8,276	0.2%	2032	35	2067	0	NA	16,634	15,864	4.9%
Totals	5,701	177	5,878	4,903	19.9%	8,955	236	9,191	9,035	1.7%	14,306	281	14,587	14,740	-1.0%	3,221	59	3,280	0	0.0%	30,869	28,678	7.6%

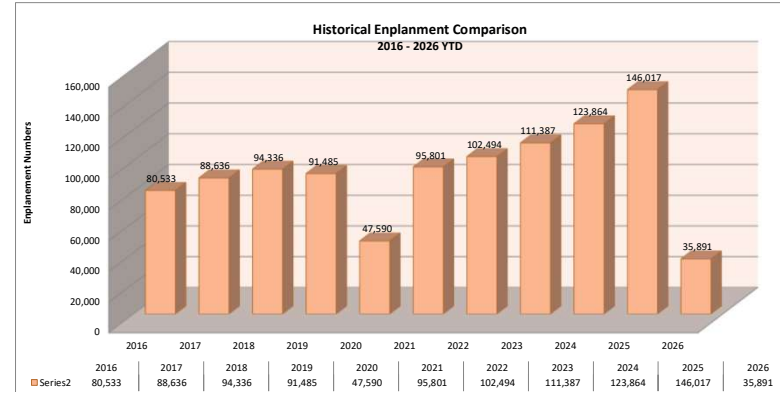
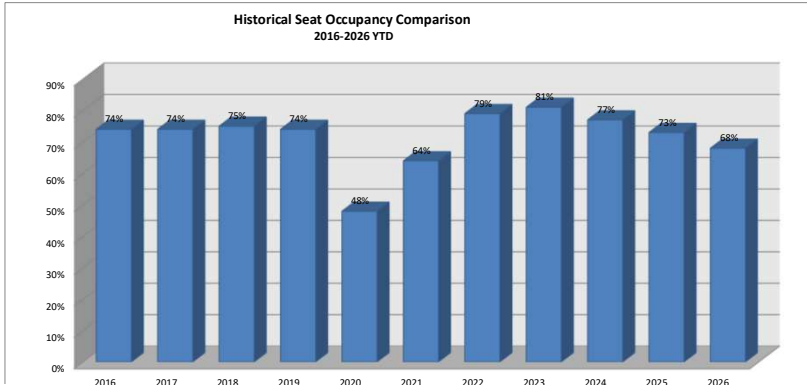
Legend for Chart:



**FRIEDMAN MEMORIAL AIRPORT
February 2026**

2026 Seat Occupancy																						
Date	Alaska Airlines				Delta Airlines				United Airlines				American Airlines				Seat Occupancy Totals			Seat Occupancy Totals Prior Year Comparison		
	Departure Flights	Seats Available*	Seats Occupied	Percent Occupied	Departure Flights	Seats Available*	Seats Occupied	Percent Occupied	Departure Flights	Seats Available*	Seats Occupied	Percent Occupied	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-26	66	5,016	3,043	61%	98	6,860	5,139	75%	177	12,390	7,835	63%	46	2,944	1,519	52%	27,210	17,536	64%	19%	11%	-5%
Feb-26	63	4,788	3,329	70%	95	6,650	4,950	74%	157	10,990	8,163	74%	50	3,200	1,913	60%	25,628	18,355	72%	24%	19%	-3%
Totals	129	9,804	6,372	65%	193	13,510	10,089	75%	334	23,380	15,998	68%	96	6,144	3,432	56%	52,838	35,891	68%	19%	11%	-5%

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



RECEIVED

MAR 23 2025

FRIEDMAN MEMORIAL
AIRPORT



U.S. Department of Homeland Security
Transportation Security Administration
6595 Springfield Center Drive
Springfield, Virginia 20598

3/11/2026

SUN Airport
1616 Airport Circle
Hailey
Idaho
83333

Dear Sunvalley Airport,

Thank you for the offer on behalf of the Sunvalley Airport Board to the Transportation Security Administration (TSA). The officers at SUN appreciate your donation of Valley Wide Fuel Gift Cards to help support them during this current government shut down.

On behalf of TSA, I am pleased to accept your offer. This assists TSA with having airport screeners at the ready, allowing the airport to continue normal airport screening operations. This letter confirms TSA's estimate of fair market value of your offer at \$1,425.00 dollars.

TSA accepts the your offer under the provisions of Title 49, U.S. Code, sections 114(m) and 106(m). TSA's acknowledges that this offer is not intended to influence TSA and that it is made with no expectation that it will result in preferential treatment by TSA to the Sunvalley Airport or mitigation of any TSA civil penalty cases now pending or that may be initiated in the future against the same.

Please accept my sincere appreciation for your free offer of assistance and support.

Sincerely yours,

A handwritten signature in blue ink, appearing to read "Jim Spies", with a long horizontal line extending to the right.

Jim Spies
Federal Security Director
Idaho
Transportation Security Administration (TSA)
U.S. Department of Homeland Security

RESOLUTION NO. 2026 - _____ A RESOLUTION UPDATING AND AUTHORIZING CONTINUATION OF A CUSTOMER FACILITY CHARGE (CFC) AT THE FRIEDMAN MEMORIAL AIRPORT TO FUND NEEDED AIRPORT IMPROVEMENTS AND OTHER AIRPORT EXPENSES

WHEREAS, the Friedman Memorial Airport Authority (“FMAA”) has undertaken a capital improvement program to facilitate major customer service improvements at the Friedman Memorial Airport (“AIRPORT”) including the planning and development of airside, landside and terminal building improvements; and

WHEREAS, the FMAA operates, maintains and develops the AIRPORT with federal and state grants, passenger facility charges, customer facility charges, user fees, and other local funds; and

WHEREAS, Customer Facility Charges (“CFCs”) have become common financing tools for landside improvements and other funding needs at airports; and

WHEREAS, the FMAA previously adopted and implemented a CFC in 2022 by virtue of Resolution 2022-01 and signed amendments (related to CFCs) to the Auto Rental Concession Leases for the operation of rental car concession facilities at the Airport; and

WHEREAS, the FMAA believes it would be beneficial to continue to collect CFCs to finance rental car facilities along with other improvements for the traveling public and in addition, use CFCs for other needed airport expenses.

NOW, THEREFORE, BE IT ENACTED BY THE FRIEDMAN MEMORIAL AIRPORT AUTHORITY:

1. That FMAA shall rescind Resolution 2022-01 on the effective date and replace it with this resolution modifying the Customer Facility Charge collection, use and procedures for collection.
2. The CFC shall be re-established and periodically adjusted as required, a daily fee upon each airport rental car companies’ customer’s rental contract.
3. The CFC will be collected on a daily basis for all vehicles rented for twenty-four hours or fewer hours for the first transaction day, and every twenty-four hours for each day thereafter.
4. The CFC rate shall be set at \$4.50 per transaction day until adjusted by the FMAA upon giving thirty (30) days’ notice to all rental car companies operating at the Airport.
5. The CFC will be collected by all rental car companies operating at the Airport.

6. The CFC collected by the rental car companies shall be held in trust by the rental car companies for the benefit of the Airport and shall be remitted monthly to the Airport in accordance with procedures established by the Airport.
7. Rental car companies and their agents hold only a possessory interest in the CFC, and no legal or equitable interest.
8. The FMAA is authorized to expend CFC funds collected at its discretion.
9. This Resolution shall take effect October 1, 2026.

ADOPTED this _____ day of April, 2026, being effective October 1, 2026.

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

By: _____
Martha Burke, Board Chair

By: _____
Tim Burke, Airport Director

APPROVED AS TO LEGAL SUFFICIENCY FOR THE FMAA

By: _____
James R. Laski, Legal Counsel



IDAHO TRANSPORTATION DEPARTMENT

Division of Aeronautics
1390 W Gowen Road • Boise ID 83705

(208) 334-8775
itd.idaho.gov/aero

3/18/2026

Martha Burke, Mayor
City
206 1st Ave South Suite 200
Hailey, ID 83333

**GRANT AGREEMENT - IDAHO AIRPORT AID PROGRAM
STATE FISCAL YEAR-27 for the Hailey-Friedman Memorial Airport
FS PROGRAM NUMBER: F268SUN**

PROJECT DESCRIPTION: Land Acquisition for Approaches
This grant is in the amount of \$50,000.00 to match \$ 0.00 from the City.

Dear Mayor,

The Idaho Division of Aeronautics is pleased to offer your airport this matching grant to assist in financing improvements to your airport during State FY-27. Enclosed is an electronic copy of the Grant Offer for the Idaho Airport Aid Program. Please read this letter and Grant Offer carefully.

To properly enter into this agreement, you must:

- Provide authority to execute the grant to the individual signing the grant
- Have the City Council ratify both the Grant Agreement and the City Resolution
- Execute the grant no later than 5/30/2026
- Have the City Clerk attest to and sign

To ensure proper stewardship of State funds, submit payment requests for reimbursement of allowable expenses incurred in accordance with project progress. Should you fail to make draws on a regular basis, your grant may be place in "inactive" status, which will affect your ability to receive future grant offers.

***New state legislation requires Aeronautics greater enforcement to verify airport compliance with federal regulations in particular hanger use. Per S.B. 1218 Section 9 "grants shall not be allocated to airports in violation of the Policy on the Non-Aeronautical Use of Airport Hangars". For reference, please see Federal regulation 81 F.R. 38906.**
By signing the following grant agreement, the airport receiving state funding is compliant with all federal and state regulations related to hanger use and can support this claim via documentation requested by ITD Aeronautics.



IDAHO TRANSPORTATION DEPARTMENT

Division of Aeronautics
1390 W Gowen Road • Boise ID 83705

(208) 334-8775
itd.idaho.gov/aero

Each payment request for reimbursement will include the following items:

- Request for Reimbursement letter stating FS Program #, request #, invoice total, and reimbursement requested
- FAA Form 270/271 or DELPHI eINVOICING PAYMENT SUMMARY WORKSHEET (if applicable)
- Applicable Invoices/Outlay Reports

I look forward to working with the City on this project. If you have any questions regarding the acceptance of this grant or how to request grant funds, please call me at (208) 334-8784.

Sincerely,

Steffen Verdin

Steffen Verdin
Airport Planning Manager

GRANT AGREEMENT
IDAHO AIRPORT AID PROGRAM
STATE FISCAL YEAR-27

TO: City, Idaho
(Hereinafter referred to as the "SPONSOR")

FROM: The State of Idaho, acting through the IDAHO TRANSPORTATION DEPARTMENT, DIVISION OF AERONAUTICS
(Hereinafter referred to as the "STATE")

WHEREAS, the SPONSOR has submitted to the STATE an application for assistance from the Idaho Airport Aid Program for development of the Hailey-Friedman Memorial Airport, together with the planning proposal or plans and specifications for the project. The STATE approved the application and it is hereby incorporated herein and made a part thereof:

WHEREAS, the Idaho Transportation Board has approved a project for development of the airport consisting of the following described airport development:

Project Description: Land Acquisition for Approaches

FS Program Number: F268SUN

Project Number: AIP059

NOW THEREFORE, for carrying out the provisions of the Uniform State Aeronautics Department Act; Title 21 of the Idaho Code, as amended, and in consideration of the SPONSOR acceptance of this offer, as hereinafter provided, the STATE hereby agrees to pay, as its share of the costs incurred in accomplishing the project, not more than a lump sum amount of \$50,000.

This Grant incorporates the following terms and conditions:

A. The STATE affirms that:

1. The maximum obligation of the STATE payable under this Grant shall be \$50,000.00.
2. This grant expires on June 30, 2030 and the STATE shall have no further obligation after that date.

B. The SPONSOR shall:

1. Certify the availability of at least \$.00 to match STATE participation in said project.
2. The Airport Sponsor agrees to comply with the regulations relative to non-discrimination in State assisted programs of the Idaho Transportation Department.
3. Diligently and expeditiously complete this project by June 30, 2030 and likewise pursue appropriate measures as may be agreed upon by the SPONSOR and the STATE to remedy project delays, including but not limited to litigation or condemnation.

4. Carry out and complete the project in accordance with the plans, specifications, and property map, incorporated herein, as they may be revised or modified, with approval of the STATE.
5. Competitively bid all contracts for construction involved in this project in accordance with bidding procedures outlined in Idaho Statute Title 67, Chapter 28 of the Idaho Code and Title 2 CFR part 200 and provide solicitation documentation to the STATE.
6. In connection with the acquisition of real property for the project, secure at least two written appraisals by licensed appraisers and not pay in excess of the highest appraisal without the written consent of the STATE or except as directed by a court of competent jurisdiction after a contested trial and a judgment not resulting from agreement between the parties.
7. No State funds will be paid to the SPONSOR in any case until it certifies in writing that it has funds available and will spend at least the amount designated for this project in the Grant Agreement, solely for the project in question.
8. The SPONSOR agrees to hold said airport open to the flying public for the useful life of the facilities developed under this project.
9. The SPONSOR shall grant no exclusive use or operating agreements, to any person, company, or corporation for the use of the airport by any person providing or intending to provide aeronautical services to the public. Failure to abide by such agreement shall automatically obligate the immediate and full return of all State of Idaho money expended on behalf of the project to the State of Idaho.
10. Agrees to fulfill the FAA assurances applicable to this project and follow the requirements in 49 USC 471 Airport Development. (Only applies to FAA funded projects)
11. Agrees to follow and include applicable FAA required contract terms to any associated contracts granted in association with this grant. (Only applies to FAA funded projects)
12. Such allocation agreement shall become effective upon the SPONSOR acceptance of this offer and shall remain in full force and effect throughout the useful life of the facilities developed under the project but in any event not to exceed twenty (20) years from the date of acceptance.
13. Said offer and acceptance shall comprise allocation agreement, constituting the obligation and rights of the State of Idaho and the SPONSOR with respect to the accomplishment of the project and the operation and the maintenance of the airport.
14. SPONSOR must develop the airport in accordance with current design standards as set forth by the FAA for airport receiving FAA funding or by the Division of Aeronautics for non-federally funded airports.
15. SPONSOR cannot allow any activity or action on the airport that would interfere with its use for airport purposes.
16. SPONSOR must allow all types, kinds, and classes of aeronautical activities use the airport. This includes such activities as parachute jumping and ultralight vehicles. One possible reason for not allowing an aeronautical activity on the airport is if it cannot be conducted

safely. The final safety determination is the responsibility of the Idaho Division of Aeronautics. FAA funded airports shall abide by FAA guidance as depicted in the FAA grant assurance 22.

17. SPONSOR must allow people to service their own aircraft according to all applicable Federal Aviation Regulations (FARs). IDAPA 39.04.01
18. All revenue generated on the airport by the Sponsor will be used for airport purposes only.
19. SPONSOR should have a master plan or an airport or heliport layout plan to be eligible for participation in the allocation program. The plan must be accepted by the Division of Aeronautics. IDAPA 39.04.01
20. SPONSOR will have proof of ownership or lease of all land upon which any project is proposed in order to protect the investment of public funds.
21. SPONSOR will maintain a fee and rental structure for services and facilities at the airport, which will make the airport as self-sustaining as possible taking into account such factors as the volume of traffic and economy of collection. The Division of Aeronautics can provide assistance with establishing the structure base.
22. **AIRPORT DEVELOPMENT GRANT ELIGIBILITY. Airport development grants shall not be allocated to airports in violation of the Policy on the Non-Aeronautical Use of Airport Hangars, 81 F.R. 38906. Compliance with the federal regulation will be confirmed by the airport sponsor and reported to the Idaho Transportation Department prior to distribution of funds. (S.B. 7/2025)**
23. SPONSOR is required to make selection for professional engineering or construction management pursuant to Idaho Code Title 54 and will provide evidence of based selection to the Division of Aeronautics. Idaho Code 67-2320
24. SPONSOR will have compatible land use and height zoning for the airport to prevent incompatible land uses and the creation or establishment of structures or objects of natural growth, which would constitute hazards or obstructions to aircraft operating to, from, on, or in the vicinity of the subject airport. Idaho Statute 67-6508q

- C. The allowable costs of the project shall not include any costs determined by the STATE to be ineligible.
- D. The STATE reserves the right to amend or withdraw this offer at any time prior to its acceptance by the SPONSOR.
- E. This offer shall expire and the STATE shall not be obligated to pay any part of the costs of the project unless the final agreement has been accepted by the SPONSOR on or before 5/30/2026 or such subsequent date as may be prescribed in writing by the STATE.

Except for those projects receiving both State and Federal Aid (submit copies of FAA Application and Agreement), the following inspection schedule, and reporting system is required:

- F. **Inspection Schedule and Reporting System:**

Inspection Schedule and Reporting System will vary for each project. The SPONSOR must make reports and be subject to inspections on the following schedule:

1. SPONSOR shall report project commencement date.
2. SPONSOR shall make quarterly reports during construction.
3. SPONSOR shall receive approval prior to any change in the scope of the project.
4. SPONSOR shall report project completion date and request final inspection and payment.
5. STATE may participate in the final inspection and shall sign off the project as completed.
6. STATE may arrange for audit of account in accordance with regularly scheduled audit program.

The execution of this instrument by the SPONSOR and ratification and adoption of the project application incorporated herein provides proof of the Sponsors commitment, as hereinafter provided. Said offer and acceptance shall comprise allocation agreement, constituting the obligation and rights of the State of Idaho and the SPONSOR with respect to the accomplishment of the project and the operation and the maintenance of the airport. Such allocation agreement shall become effective upon the SPONSOR acceptance of this offer and shall remain in full force and effect throughout the useful life of the facilities developed under the project but in any event not to exceed twenty (20) years from the date of acceptance.

STATE OF IDAHO, ITD
Division of Aeronautics



By: _____
Thomas Mahoney, Administrator

ACCEPTANCE

THE SPONSOR DOES HEREBY RATIFY AND ADOPT ALL STATEMENTS, representations, warranties, covenants, and agreements contained in the project application and incorporated materials referred to in the foregoing offer and does hereby accept said offer and by such acceptance agrees to all of the terms and conditions thereof.

Executed this ____ day of _____, 2026.

By: _____
Martha Burke, Mayor
City, City Council

ATTEST:

Mary Cone, City Clerk

I, Mary Cone, City Clerk do hereby certify that the foregoing is a full, true, and correct copy of Resolution No. _____ adopted at a regular meeting of the City Council held on the ____ day of _____, 2026, and that the same is now in full force and effect. IN WITNESS WHEREOF, I have hereunto set my hand and impressed the official seal of the City, this ____ day of _____, 2026.

Mary Cone, City Clerk

City Resolution

Exact from the minutes of a regular meeting
of the City Council of City, Idaho
Held on _____, 2026.

Mayor _____, introduced the following Resolution, was read in full, considered, and adopted:

Resolution number _____ of City, Idaho accepting the Grant Offer of the State of Idaho through the Idaho Transportation Department, Division of Aeronautics, in the maximum amount of \$50,000.00 to be used under the Idaho Airport Aid Program, FS Program number: F268SUN, Project number: AIP059 in the development of the Hailey-Friedman Memorial Airport; and

Be it resolved by the Mayor and City Council of City, Idaho (herein referred to as the City as follows:

Sec. 1. That the City shall accept the Grant Offer of the State of Idaho in the amount of \$50,000.00, for the purpose of obtaining State Aid under FS Program Number: F268SUN, Project Number: AIP059 in the development of the Hailey-Friedman Memorial Airport; and

Sec. 2. That the Mayor of the City City Council is hereby authorized and directed to sign the statement of Acceptance of said Grant Offer (entitled Acceptance) on behalf of the City, the City Clerk is hereby authorized and directed to attest the signature of the Mayor and to impress the official seal of the City on the aforesaid statement of Acceptance; and

Sec. 3. A true copy of the Grant Agreement referred to herein be attached hereto and made a part thereof.

Passed by the City Council and approved by the Mayor this ____ day of _____, 2026.

Martha Burke, Mayor

ATTEST:

Mary Cone, City Clerk

CERTIFICATE

I, Mary Cone, City Clerk do hereby certify that the foregoing is a full, true, and correct copy of Resolution No. _____ adopted at a regular meeting of the City Council held on the ____ day of _____, 2026, and that the same is now in full force and effect. IN WITNESS WHEREOF, I have hereunto set my hand and impressed the official seal of the City, this ____ day of _____, 2026.

Mary Cone, City Clerk

CITY OF HAILEY RESOLUTION NO. _____
BEFORE THE CITY COUNCIL OF HAILEY, IDAHO

A RESOLUTION OF THE CITY OF HAILEY, AS CO-SPONSOR OF THE FRIEDMAN MEMORIAL AIRPORT, AUTHORIZING THE EXECUTION OF THE APPLICATION FOR FEDERAL ASSISTANCE DATED MARCH 18, 2026 AND THE STANDARD DOT TITLE VI ASSURANCES DATED MARCH 2014, AND ADOPTING AND RATIFYING THE REPRESENTATIONS AND ASSURANCES CONTAINED THEREIN, AND FURTHER AUTHORIZING THE MAYOR OF THE CITY OF HAILEY TO RATIFY, ACCEPT AND EXECUTE THE GRANT OF FEDERAL FUNDS FOR A PROJECT AT, OR ASSOCIATED WITH, THE FRIEDMAN MEMORIAL AIRPORT -- FS PROGRAM NUMBER: F268SUN, PROJECT NUMBER : AIP059.

NOW, THEREFORE, BE IT RESOLVED THAT THE HAILEY CITY COUNCIL hereby authorizes the execution of the Grant Offer of the State of Idaho in the amount of \$50,000.00 and Standard DOT Title VI Assurances dated March 2014, on its behalf, as Co-Sponsor of the Friedman Memorial Airport, along with Blaine County, Idaho, by Martha Burke, Airport Authority Chair.

BE IT FURTHER RESOLVED THAT THE HAILEY CITY COUNCIL hereby adopts and ratifies the representations and assurances contained in the said Grant Offer for the above-stated project, and the Standard DOT Title VI Assurances dated March 2014.

BE IT FURTHER RESOLVED THAT THE HAILEY CITY COUNCIL hereby authorizes the Mayor to ratify, accept and execute said Grant Offer for the above-stated project, and as Co-Sponsor, further adopts and ratifies any terms and conditions of such Grant.

ADOPTED AND APPROVED this ____ day of _____ 2026.

By _____
The Honorable Martha Burke
Mayor, City of Hailey

ATTEST:

Mary Cone, City Clerk


IDAHO TRANSPORTATION DEPARTMENT

Division of Aeronautics
1390 W Gowen Road • Boise ID 83705

(208) 334-8775
itd.idaho.gov/aero

3/18/2026

Muffy Davis, Chair
County
206 1st Ave South Suite 200
Hailey, ID 83333

GRANT AGREEMENT - IDAHO AIRPORT AID PROGRAM
STATE FISCAL YEAR-27 for the Hailey-Friedman Memorial Airport
FS PROGRAM NUMBER: F268SUN

PROJECT DESCRIPTION: Land Acquisition for Approaches
This grant is in the amount of \$50,000.00 to match \$ 0.00 from the County.

Dear Chair,

The Idaho Division of Aeronautics is pleased to offer your airport this matching grant to assist in financing improvements to your airport during State FY-27. Enclosed is an electronic copy of the Grant Offer for the Idaho Airport Aid Program. Please read this letter and Grant Offer carefully.

To properly enter into this agreement, you must:

- Provide authority to execute the grant to the individual signing the grant
- Have the County Commission ratify both the Grant Agreement and the County Resolution
- Execute the grant no later than 5/30/2026
- Have the County Clerk attest to and sign

To ensure proper stewardship of State funds, submit payment requests for reimbursement of allowable expenses incurred in accordance with project progress. Should you fail to make draws on a regular basis, your grant may be placed in "inactive" status, which will affect your ability to receive future grant offers.

***New state legislation requires Aeronautics greater enforcement to verify airport compliance with federal regulations in particular hanger use. Per S.B. 1218 Section 9 "grants shall not be allocated to airports in violation of the Policy on the Non-Aeronautical Use of Airport Hangars". For reference, please see Federal regulation 81 F.R. 38906.**

By signing the following grant agreement, the airport receiving state funding is compliant with all federal and state regulations related to hanger use and can support this claim via documentation requested by ITD Aeronautics.



IDAHO TRANSPORTATION DEPARTMENT

Division of Aeronautics
1390 W Gowen Road • Boise ID 83705

(208) 334-8775
itd.idaho.gov/aero

Each payment request for reimbursement will include the following items:

- Request for Reimbursement letter stating FS Program #, request #, invoice total, and reimbursement requested
- FAA Form 270/271 or DELPHI eINVOICING PAYMENT SUMMARY WORKSHEET (if applicable)
- Applicable Invoices/Outlay Reports

I look forward to working with the County on this project. If you have any questions regarding the acceptance of this grant or how to request grant funds, please call me at (208) 334-8784.

Sincerely,

A handwritten signature in cursive script that reads "Steffen Verdin".

Steffen Verdin
Airport Planning Manager

GRANT AGREEMENT
IDAHO AIRPORT AID PROGRAM
STATE FISCAL YEAR-27

TO: County, Idaho
(Hereinafter referred to as the "SPONSOR")

FROM: The State of Idaho, acting through the IDAHO TRANSPORTATION DEPARTMENT, DIVISION OF AERONAUTICS
(Hereinafter referred to as the "STATE")

WHEREAS, the SPONSOR has submitted to the STATE an application for assistance from the Idaho Airport Aid Program for development of the Hailey-Friedman Memorial Airport, together with the planning proposal or plans and specifications for the project. The STATE approved the application and it is hereby incorporated herein and made a part thereof:

WHEREAS, the Idaho Transportation Board has approved a project for development of the airport consisting of the following described airport development:

Project Description: Land Acquisition for Approaches
FS Program Number: F268SUN
Project Number: AIP059

NOW THEREFORE, for carrying out the provisions of the Uniform State Aeronautics Department Act; Title 21 of the Idaho Code, as amended, and in consideration of the SPONSOR acceptance of this offer, as hereinafter provided, the STATE hereby agrees to pay, as its share of the costs incurred in accomplishing the project, not more than a lump sum amount of \$50,000.

This Grant incorporates the following terms and conditions:

A. The STATE affirms that:

1. The maximum obligation of the STATE payable under this Grant shall be \$50,000.00.
2. This grant expires on June 30, 2030 and the STATE shall have no further obligation after that date.

B. The SPONSOR shall:

1. Certify the availability of at least \$.00 to match STATE participation in said project.
2. The Airport Sponsor agrees to comply with the regulations relative to non-discrimination in State assisted programs of the Idaho Transportation Department.
3. Diligently and expeditiously complete this project by June 30, 2030 and likewise pursue appropriate measures as may be agreed upon by the SPONSOR and the STATE to remedy project delays, including but not limited to litigation or condemnation.

4. Carry out and complete the project in accordance with the plans, specifications, and property map, incorporated herein, as they may be revised or modified, with approval of the STATE.
5. Competitively bid all contracts for construction involved in this project in accordance with bidding procedures outlined in Idaho Statute Title 67, Chapter 28 of the Idaho Code and Title 2 CFR part 200 and provide solicitation documentation to the STATE.
6. In connection with the acquisition of real property for the project, secure at least two written appraisals by licensed appraisers and not pay in excess of the highest appraisal without the written consent of the STATE or except as directed by a court of competent jurisdiction after a contested trial and a judgment not resulting from agreement between the parties.
7. No State funds will be paid to the SPONSOR in any case until it certifies in writing that it has funds available and will spend at least the amount designated for this project in the Grant Agreement, solely for the project in question.
8. The SPONSOR agrees to hold said airport open to the flying public for the useful life of the facilities developed under this project.
9. The SPONSOR shall grant no exclusive use or operating agreements, to any person, company, or corporation for the use of the airport by any person providing or intending to provide aeronautical services to the public. Failure to abide by such agreement shall automatically obligate the immediate and full return of all State of Idaho money expended on behalf of the project to the State of Idaho.
10. Agrees to fulfill the FAA assurances applicable to this project and follow the requirements in 49 USC 471 Airport Development. (Only applies to FAA funded projects)
11. Agrees to follow and include applicable FAA required contract terms to any associated contracts granted in association with this grant. (Only applies to FAA funded projects)
12. Such allocation agreement shall become effective upon the SPONSOR acceptance of this offer and shall remain in full force and effect throughout the useful life of the facilities developed under the project but in any event not to exceed twenty (20) years from the date of acceptance.
13. Said offer and acceptance shall comprise allocation agreement, constituting the obligation and rights of the State of Idaho and the SPONSOR with respect to the accomplishment of the project and the operation and the maintenance of the airport.
14. SPONSOR must develop the airport in accordance with current design standards as set forth by the FAA for airport receiving FAA funding or by the Division of Aeronautics for non-federally funded airports.
15. SPONSOR cannot allow any activity or action on the airport that would interfere with its use for airport purposes.
16. SPONSOR must allow all types, kinds, and classes of aeronautical activities use the airport. This includes such activities as parachute jumping and ultralight vehicles. One possible reason for not allowing an aeronautical activity on the airport is if it cannot be conducted

safely. The final safety determination is the responsibility of the Idaho Division of Aeronautics. FAA funded airports shall abide by FAA guidance as depicted in the FAA grant assurance 22.

17. SPONSOR must allow people to service their own aircraft according to all applicable Federal Aviation Regulations (FARs). IDAPA 39.04.01
18. All revenue generated on the airport by the Sponsor will be used for airport purposes only.
19. SPONSOR should have a master plan or an airport or heliport layout plan to be eligible for participation in the allocation program. The plan must be accepted by the Division of Aeronautics. IDAPA 39.04.01
20. SPONSOR will have proof of ownership or lease of all land upon which any project is proposed in order to protect the investment of public funds.
21. SPONSOR will maintain a fee and rental structure for services and facilities at the airport, which will make the airport as self-sustaining as possible taking into account such factors as the volume of traffic and economy of collection. The Division of Aeronautics can provide assistance with establishing the structure base.
22. **AIRPORT DEVELOPMENT GRANT ELIGIBILITY. Airport development grants shall not be allocated to airports in violation of the Policy on the Non-Aeronautical Use of Airport Hangars, 81 F.R. 38906. Compliance with the federal regulation will be confirmed by the airport sponsor and reported to the Idaho Transportation Department prior to distribution of funds. (S.B. 7/2025)**
23. SPONSOR is required to make selection for professional engineering or construction management pursuant to Idaho Code Title 54 and will provide evidence of based selection to the Division of Aeronautics. Idaho Code 67-2320
24. SPONSOR will have compatible land use and height zoning for the airport to prevent incompatible land uses and the creation or establishment of structures or objects of natural growth, which would constitute hazards or obstructions to aircraft operating to, from, on, or in the vicinity of the subject airport. Idaho Statute 67-6508q

- C. The allowable costs of the project shall not include any costs determined by the STATE to be ineligible.
- D. The STATE reserves the right to amend or withdraw this offer at any time prior to its acceptance by the SPONSOR.
- E. This offer shall expire and the STATE shall not be obligated to pay any part of the costs of the project unless the final agreement has been accepted by the SPONSOR on or before 5/30/2026 or such subsequent date as may be prescribed in writing by the STATE.

Except for those projects receiving both State and Federal Aid (submit copies of FAA Application and Agreement), the following inspection schedule, and reporting system is required:

- F. **Inspection Schedule and Reporting System:**

Inspection Schedule and Reporting System will vary for each project. The SPONSOR must make reports and be subject to inspections on the following schedule:

1. SPONSOR shall report project commencement date.
2. SPONSOR shall make quarterly reports during construction.
3. SPONSOR shall receive approval prior to any change in the scope of the project.
4. SPONSOR shall report project completion date and request final inspection and payment.
5. STATE may participate in the final inspection and shall sign off the project as completed.
6. STATE may arrange for audit of account in accordance with regularly scheduled audit program.

The execution of this instrument by the SPONSOR and ratification and adoption of the project application incorporated herein provides proof of the Sponsors commitment, as hereinafter provided. Said offer and acceptance shall comprise allocation agreement, constituting the obligation and rights of the State of Idaho and the SPONSOR with respect to the accomplishment of the project and the operation and the maintenance of the airport. Such allocation agreement shall become effective upon the SPONSOR acceptance of this offer and shall remain in full force and effect throughout the useful life of the facilities developed under the project but in any event not to exceed twenty (20) years from the date of acceptance.

STATE OF IDAHO, ITD
Division of Aeronautics



By: _____
Thomas Mahoney, Administrator

ACCEPTANCE

THE SPONSOR DOES HEREBY RATIFY AND ADOPT ALL STATEMENTS, representations, warranties, covenants, and agreements contained in the project application and incorporated materials referred to in the foregoing offer and does hereby accept said offer and by such acceptance agrees to all of the terms and conditions thereof.

Executed this ____ day of _____, 2026.

By: _____
Muffy Davis, Chair
County, County Commission

ATTEST:

Stephen McDougall Graham, County Clerk

I, Stephen McDougall Graham, County Clerk do hereby certify that the foregoing is a full, true, and correct copy of Resolution No. _____ adopted at a regular meeting of the County Commission held on the ____ day of _____, 2026, and that the same is now in full force and effect. IN WITNESS WHEREOF, I have hereunto set my hand and impressed the official seal of the County, this ____ day of _____, 2026.

Stephen McDougall Graham, County Clerk

County Resolution

Exact from the minutes of a regular meeting
of the County Commission of County, Idaho
Held on _____, 2026.

Commissioner _____, introduced the following Resolution, was read in full, considered, and adopted:

Resolution number _____ of County, Idaho accepting the Grant Offer of the State of Idaho through the Idaho Transportation Department, Division of Aeronautics, in the maximum amount of \$50,000.00 to be used under the Idaho Airport Aid Program, FS Program number: F268SUN, Project number: AIP059 in the development of the Hailey-Friedman Memorial Airport; and

Be it resolved by the Chair and County Commission of County, Idaho (herein referred to as the County as follows:

Sec. 1. That the County shall accept the Grant Offer of the State of Idaho in the amount of \$50,000.00, for the purpose of obtaining State Aid under FS Program Number: F268SUN, Project Number: AIP059 in the development of the Hailey-Friedman Memorial Airport; and

Sec. 2. That the Chair of the County County Commission is hereby authorized and directed to sign the statement of Acceptance of said Grant Offer (entitled Acceptance) on behalf of the County, the County Clerk is hereby authorized and directed to attest the signature of the Chair and to impress the official seal of the County on the aforesaid statement of Acceptance; and

Sec. 3. A true copy of the Grant Agreement referred to herein be attached hereto and made a part thereof.

Passed by the County Commission and approved by the Chair this ____ day of _____, 2026.

Muffy Davis, Chair

ATTEST:

Stephen McDougall Graham, County Clerk

CERTIFICATE

I, Stephen McDougall Graham, County Clerk do hereby certify that the foregoing is a full, true, and correct copy of Resolution No. _____ adopted at a regular meeting of the County Commission held on the ____ day of _____, 2026, and that the same is now in full force and effect. IN WITNESS WHEREOF, I have hereunto set my hand and impressed the official seal of the County, this ____ day of _____, 2026.

Stephen McDougall Graham, County Clerk

BLAINE COUNTY RESOLUTION NO. _____
BEFORE THE BOARD OF COMMISSIONERS OF BLAINE COUNTY, IDAHO

A RESOLUTION OF BLAINE COUNTY, AS CO-SPONSOR OF THE FRIEDMAN MEMORIAL AIRPORT, AUTHORIZING THE EXECUTION OF THE APPLICATION FOR FEDERAL ASSISTANCE DATED MARCH 18, 2026 AND THE STANDARD DOT TITLE VI ASSURANCES DATED MARCH 2014, AND ADOPTING AND RATIFYING THE REPRESENTATIONS AND ASSURANCES CONTAINED THEREIN, AND FURTHER AUTHORIZING THE CHAIRMAN OF THE BOARD OF COMMISSIONERS TO RATIFY, ACCEPT AND EXECUTE THE GRANT OF FEDERAL FUNDS FOR A PROJECT AT, OR ASSOCIATED WITH, THE FRIEDMAN MEMORIAL AIRPORT -- FS PROGRAM NUMBER: F268SUN, PROJECT NUMBER: AIP059.

NOW THEREFORE, BE IT RESOLVED THAT THE BOARD OF COUNTY COMMISSIONERS OF BLAINE COUNTY, IDAHO hereby authorizes the execution of the Grant Offer of the State of Idaho in the amount of \$50,000.00 and Standard DOT Title VI Assurances dated March 2014, on its behalf, as Co-Sponsor of the Friedman Memorial Airport, along with the City of Hailey, by Martha Burke, Airport Authority Chair.

NOW THEREFORE, BE IT RESOLVED THAT THE BOARD OF COUNTY COMMISSIONERS OF BLAINE COUNTY, IDAHO hereby adopts and ratifies the representations and assurances contained in the said Grant Offer for the above-stated project, and the Standard DOT Title VI Assurances dated March 2014.

NOW THEREFORE, BE IT RESOLVED THAT THE BOARD OF COUNTY COMMISSIONERS OF BLAINE COUNTY, IDAHO hereby authorizes the Chairman of the Board to ratify, accept and execute said Grant offer for the above-stated project, and as Co-Sponsor, further adopts and ratifies any terms and conditions of such Grant.

ADOPTED AND APPROVED this ____ day of _____ 2026.

BLAINE COUNTY BOARD OF COMMISSIONERS

By _____
MUFFY DAVIS, Commissioner

By _____
ANGENIE McCLEARY, Chair

By _____
LINDSAY MOLLINEAUX, Vice Chair

ATTEST:

STEPHEN MCDOUGALL GRAHAM
County Clerk

United States Department of Transportation
Federal Aviation Administration
Finding of No Significant Impact (FONSI)

Airport Traffic Control Tower (ATCT) Replacement
at
Friedman Memorial Airport
Blaine County Idaho

EAXX-021-12-ARP-1761226912

April 2026

1. Introduction

This document is the Federal Aviation Administration's (FAA) Finding of No Significant Impact (FONSI) and provides final agency determinations and approvals for the federal actions necessary to implement the proposed Airport Traffic Control Tower (ATCT) Replacement at Friedman Memorial Airport (SUN). This FONSI is based on the information and analysis contained in the attached Final Environmental Assessment (EA), signed March 25, 2026, which is incorporated herein by reference. This Final EA also tiers off the Final Programmatic EA (ATCT Final PEA) and FONSI/ROD issued in September 2023. This Final EA has been prepared pursuant to Section 102(2)(c) of the National Environmental Policy Act (NEPA) and in accordance with FAA Order 1050.1G *Environmental Impacts: Policies and Procedures* and US DOT Order 5610.1D *DOT's Procedures for Considering Environmental Impacts*. Although the 2023 PEA was initially developed for FAA-owned towers, the FAA determined that since the ownership of the ATCT is irrelevant to the environmental impacts, the PEA can be used for other ATCT replacement towers.

As detailed in the ATCT Final PEA and FONSI/ROD, the FAA identified and analyzed potential environmental impacts for the broad scope of actions planned for ATCT replacement activities. This programmatic approach allows the FAA to review project-specific details and potential impacts during the planning and site selection process for ATCT projects within the scope of the PEA analysis. The ATCT Final PEA and FONSI/ROD identified the following resource categories as having "no significant impact" (FAA, 2023):

- Air Quality – The proposed action would result in a short-term and temporary increase in emissions and dust (particulate matter) during construction and demolition activities. In addition, a long-term reduction in emissions from reduced energy use is expected from the new ATCT.

- Farmlands – The proposed action is not within prime farmland and would not involve the disturbance, conversion, or removal of any prime farmland.
- Hazardous Materials, Solid Waste, and Pollution Prevention – The proposed action would result in short-term and temporary impacts during construction and use of fuels and chemicals, and short-term and temporary impacts from demolition and removal of waste or other unknown materials from the existing (older) ATCT site.
- Land Use – The proposed action would not require any changes to land use as described in the airport master plan.
- Natural Resources and Energy Supply – The proposed action would result in long-term beneficial impacts from reductions in energy use.
- Noise – The proposed action would result in short-term impacts during construction and demolition activities from equipment and vehicle noise.
- Socioeconomics, Environmental Justice, and Children’s Environmental Health and Safety Risks – The proposed action would result in short-term impacts during construction and demolition from minimal increases in employment, materials, or equipment purchases.

In addition to confirming the above resource categories would have no significant impacts from the Proposed Action, the Final EA includes detailed site-specific analyses for the resource areas not covered by the ATCT Final PEA and FONSI/ROD.

2. Proposed Action

The FAA’s Proposed Action is to replace the existing ATCT with a modern ATCT at SUN. The Proposed Action is anticipated to include:

- Acquisition of a new lease with the Airport Authority to construct a replacement ATCT in a new location.
- Approval of a new Airport Layout Plan (ALP) incorporating the relocation of the ATCT.
- Construction and operation of a new approximately 84-foot ATCT (plus approximately 17-foot-high antennas) and associated facility support features such as fencing and vehicle parking on an approximately 0.3-acre site southeast of the terminal building.
- Extension and/or relocation of access roads and utilities to the replacement ATCT.
- Installation of modern air traffic control electronic equipment in the replacement ATCT.
- Commissioning of the replacement ATCT, cutover of air traffic services to the replacement ATCT, and decommissioning of the existing ATCT.
- Demolition and disposal of the existing ATCT and associated infrastructure within the Runway Object Free Area (ROFA), including portion of fence surrounding existing ATCT.
- Relocation of existing radio communications link repeater to enable project implementation.

The proposed timeframe to replace the ATCT is approximately five years from the start of construction to the air traffic services cutover and demolition of the existing ATCT. Construction is expected to begin in 2027 with the new ATCT opening in 2032.

3. Purpose and Need

This Purpose and Need is tiered from, and consistent with the ATCT Final PEA (FAA ATCT Final PEA, 2023) but focuses on the specific requirements of the SUN ATCT. The SUN ATCT is an airport-owned federal contract tower (FCT) ATCT that is eligible for replacement under the ATCT Replacement Program.

The purpose of the Proposed Action is to replace the SUN ATCT with a modern ATCT located outside airport approach surfaces and runway safety areas with an updated facility meeting FAA ATCT siting criteria guidance, providing for uninterrupted air traffic control services. The Proposed Action at this airport would provide for a modern, operationally efficient ATCT that would meet applicable FAA requirements. This replacement ATCT would enable the installation of modern and required air traffic control equipment, improve visibility of the airport property by controllers, provide adequate space and an enhanced work environment for ATCT personnel, lower operating costs, and improve environmental performance, resulting in reduced energy consumption due to an efficient design including energy efficient features, windows, and ventilation/heating systems while meeting applicable FAA requirements.

The FAA recognizes the need to provide continual air traffic control services at SUN. The existing SUN ATCT does not have the ability to accommodate upgrades to the latest air traffic control technologies, does not meet personnel space requirements, does not meet modern Americans with Disabilities Act (ADA) requirements, lacks modern amenities, and has physical problems such as maintenance-intensive deficient mechanical appurtenances (i.e., heating and ventilation, plumbing). Improvements made to rectify the needs must ensure uninterrupted air traffic control services to maintain the safety of the NAS.

The existing ATCT is located on the east side of the airfield within the ROFA and it is a Part 77 transitional surface penetration. Additionally, it does not meet FAA ATCT siting criteria guidance contained in FAA Order 6480.4C, *Airport Traffic Control Tower Siting Process*. The existing ATCT is currently deficient in terms of technology, cab height, and location to support the existing and future role of the Airport.

Due to the surrounding mountainous terrain and frequent low-visibility conditions, operations at SUN are extremely technical. The ATCT substantially decreases the risk of runway incursions

and other accidents, and on-site monitoring of weather conditions provided by the ATCT is invaluable to pilots negotiating takeoffs and landings. In addition, the Airport's head-to-head operational pattern (or opposite direction operations) and single parallel taxiway necessitate substantial coordination by tower personnel to properly accommodate takeoffs and landings and maintain efficiency. An ATCT is also necessary for SUN to maintain commercial passenger service operations.

The Airport is currently undergoing a Master Plan Update (officially titled the Airport Infrastructure and Optimization Study). This Study will evaluate the potential for future Modification of Standards (MOS) that might be applied for in the future. Currently, the Airport is operating under a nonstandard Condition where the existing ATCT is located within the ROFA. The Airport and FAA are working to resolve this nonstandard condition by replacing and relocating the existing ATCT.

4. Alternatives

Representatives from the FAA and SUN conducted siting for this project in conjunction with the FAA's Virtual Immersive Siting Tower Assessment (VISTA) modeling process. The FAA and SUN representatives met virtually to participate in siting activities. The study was finalized in December 2025.

The FAA identified criteria to select and evaluate alternatives (as described in Section 3.2 of the BIL ATCT Replacement PEA). These included ATCT technical criteria and other characteristics to meet the purpose and need.

The Final EA analyzed the Proposed Action Alternative (as determined by the ATCT siting process) and the No Action Alternative for the proposed replacement of the SUN ATCT. Other alternatives which were considered in the siting report were not carried forward as they did not meet the technical siting criteria as outlined in FAA Order 6480.4C, Siting of Airport Traffic Control Towers.

The Proposed Action includes construction and operation of a replacement ATCT located approximately 1,070 feet southwest of the existing ATCT. The Proposed ATCT location is an open lot that has been graded and is covered by asphalt and gravel. The proposed tower cab floor is 65 feet above ground level (AGL) and 5,368 feet above mean sea level (MSL), with a total tower height of 84 feet AGL. This is the minimum height that would meet all siting criteria under the Safety Management System. The four-sided tower is anticipated to have an approximately 500 square foot cab on a 32 feet by 28 feet rectangular shaft. The proposed design is expected to include space for four air traffic controller positions. This proposed design would allow for a safe operating environment and would include upgrades

for resistance against seismic events that have potential to occur in the area. New utilities (water, power, gas, telephone) would be placed from existing lines within the study area. Existing local roads would be used for construction and maintenance traffic. The Proposed Action also includes demolition of the existing SUN ATCT and the associated inner portion of perimeter fence surrounding the ATCT site. Upon demolition of the existing ATCT, the site would be converted to match similar conditions of the surrounding area. Utilities that tie to the existing ATCT would be disconnected or abandoned.

In addition to the Proposed Action, the Final EA analyzed the No Action Alternative. The No Action Alternative would maintain the status quo (baseline conditions) without federal agency involvement. The No Action Alternative represents the conditions that would be anticipated if the Proposed Action were not implemented. Under the No Action Alternative, replacement, and demolition of the existing ATCT would not occur. The existing ATCT would continue to be in use for air traffic control operations. New, modern equipment would not be available, and improvements to the safety, efficiency, and resiliency of the NAS would not be realized at SUN. No Action Alternative is used to evaluate the effects of not replacing the ATCT and provides a benchmark against which other alternatives may be evaluated. The No Action Alternative would not meet the purpose and need for the project.

5. Affected Environment

The Airport is located in Blaine County, Idaho, directly south of the City of Hailey's urban core, west of State Highway 75, east of the Wood River, and less than two miles north of the City of Bellevue. The Friedman Memorial Airport Authority (FMAA or Sponsor) operates and manages the Airport.

SUN is a commercial service airport serving several airlines and general aviation traffic. The geography surrounding the Airport presents a unique situation for aircraft utilizing SUN. The runway slopes uphill to the north, favoring landings from and takeoffs to the south. Based on these factors and the physical constraints of the Airport's airspace due to mountainous terrain, departures at the Airport are predominately to the south on Runway 13 and arrivals from the south on Runway 31. This "one-way-in/one-way-out" operation is utilized by commercial airline aircraft and most of the large general aviation aircraft fleet, including corporate jets.

6. Environmental Consequences

The FAA identified and evaluated potential environmental impacts in the SUN Airport ATCT Replacement Final EA. The Proposed Action will not change flight patterns, altitudes, or aircraft traffic volumes. Noise levels will be unchanged. The Final EA tiers off of the ATCT Final PEA and FONSI/ROD (September 2023) which identified that ATCT replacement is not anticipated to have significant impacts to any environmental impact category identified in in FAA Order 1050.1G. A site-specific evaluation validated that significant impacts are not anticipated to these resource categories.

The Final EA included detailed site-specific analyses for: biological resources (including fish, wildlife, and plants), coastal resources, historical, architectural, archaeological, and cultural resources, Department of Transportation Section 4(f) resources, visual effects, and water resources.

Based on the analysis within the Final EA, the FAA determined there would be no significant impact to the environment from implementation of the Proposed Action. That said, the following minimization measures will be implemented with the Proposed Action.

The Sponsor will include an Inadvertent Discovery Plan as a contract provision. In the unlikely event that cultural resources are discovered during construction, demolition, and/or maintenance activities, activity would cease in the area of the resource and the FAA and SHPO would be notified and given the opportunity to review. The uncovered resources would be protected. In compliance with all applicable laws and regulations, the FAA would consult with the SHPO on the discovery. The FAA would consider their recommendations, conduct appropriate actions, then provide a report of those actions after they are completed (36 CFR 800.13).

The Sponsor would contractually obligate the contractor to obtain and adhere to an Idaho Pollutant Discharge Elimination System (IPDES) Construction General Permit (CGP), as required by law. Grading plans and stormwater design would follow FAA standards for airfield construction (FAA AC 150/5370-10H, *Standards for Specifying Construction of Airports*).

7. Public Involvement

The proposed project was discussed at multiple FMAA Board Meetings, which are open to the public. Airport staff provided project status updates to the FMAA Board at the meetings on October 7, 2025; January 6, 2026; February 3, 2026; and March 3, 2026.

On December 30, 2025, the FMAA provided an electronic copy of the EA for public review on the following website: <https://iflysun.com/atct-replacement/>. The FMAA published a Notice of Availability in the *Idaho Mountain Express* Newspaper on Wednesday January 14, 2026. The formal public comment period concluded on February 14, 2026. Four comments were submitted by community members. None of the comments provided new information that would necessitate additional analysis in the FEA. The comments received and the responses to each comment can be found in Appendix E of the EA.

8. Finding

After careful and thorough consideration of the facts contained herein, the undersigned finds that the Proposed Action is consistent with existing national environmental policies and objectives as set forth in Section 101 of NEPA and other applicable environmental requirements and will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation to Section 102(2)(C) of NEPA. As a result, FAA will not prepare an Environmental Impact Statement for this action.

This decision does not constitute a commitment of funds under the AIP; however, it does fulfill the environmental prerequisites to approve applications for grants of AIP funds for the proposed project in the future (49 U.S.C § 47101).

Having met all relevant requirements for environmental considerations and consultation, and under the authority delegated to me by the Administrator of the FAA, I approve the Proposed Action described in the Final EA and in this FONSI and authorize the Proposed Action to be undertaken at such time as other requirements have been met.

Prepared By: Heidy Bruner, P.E.
 Environmental Protection Specialist
 Helena Airports District Office

Approved By:

Jason Garwood
Manager (A), Helena Airports District Office
Office of Airports FAA Northwest Mountain Region