

**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, October 20, 2026 at 5:30 p.m. at the **Airport Operations Center Meeting Room, 1616 Airport Circle, 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
October 20, 2026**

- I. APPROVE AGENDA – ACTION ITEM**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. August 11, 2026, Regular Meeting – Motion to Approve – **Attachment #1 ACTION ITEM**
 - B. September 1, 2026, Regular Meeting – Motion to Approve – **Attachment #2 ACTION ITEM**
- IV. REPORTS**
 - A. Chair Report
 - B. Blaine County Report
 - C. City of Hailey Report
 - D. Staff Team Report
- V. AIRPORT STAFF BRIEF**
 - A. Noise Complaints in September – **Attachment #3**
 - B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data for August **Attachment #4 - #6**
 - C. Review Correspondence – **Attachment #7**
- VI. ACTION ITEMS (a vote may occur but is not required to be taken)**
 - A. NEW BUSINESS
 - 1. None
 - B. CONTINUING BUSINESS
 - 1. Parking Rates and Charges – Consideration of Approval – **ACTION ITEM**
- VII. UPDATES AND DISCUSSION**
 - A. NEW BUSINESS
 - 1. Airport Xeriscaping and Water Usage Reduction Initiatives – Update and Discussion
 - B. CONTINUING BUSINESS
 - 1. Miscellaneous
 - i. Staff Retirements & New Teammates – Update
 - 2. Construction and Capital Projects
 - i. Air Traffic Control Tower – 60% Design Threshold – Update
 - ii. Terminal Renovations – Update
 - 3. Airport Planning Projects
 - i. Infrastructure and Optimization Study – Update and Discussion
- VIII. PUBLIC COMMENT**
- IX. EXECUTIVE SESSION I.C. §74-206 (1),(b) Evaluation of employee matters**
- X. ADJOURNMENT**

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

FMAA Meeting Brief 10-20-2026

III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:

August 11, 2026, Regular Meeting – Motion to Approve – **Attachment #1 ACTION ITEM**
September 1, 2026, Regular Meeting – Motion to Approve – **Attachment #2 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. Staff Team Report

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

V. AIRPORT STAFF BRIEF

A. Noise Complaints in September **Attachment #3**

B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data - **Attachments #4 - #6**

Attachment #4 is Friedman Memorial Airport Profit & Loss Budget vs. Actual (unaudited)

Attachment #5 are ATCT Traffic Operations Record comparison by month for August

Attachment #6 are Enplanements, Deplanements and Seat Occupancy data for August

FMAA Meeting Brief 10-20-2026

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

August 2025

Total Non-Federal Revenue	August, 2026	\$562,728
Total Non-Federal Revenue	August, 2025	\$751,389
Total Non-Federal Revenue	FY '26 thru August	\$7,637,734
Total Non-Federal Revenue	FY '25 thru August	\$7,156,849
Total Non-Federal Expenses	August, 2026	\$428,938
Total Non-Federal Expenses	August, 2025	\$356,484
Total Non-Federal Expenses	FY '26 thru August	\$4,174,986
Total Non-Federal Expenses	FY '25 thru August	\$4,272,237
Net Income excluding Federal Programs	FY '26 thru August	\$3,462,748
Net Income excluding Federal Programs	FY '25 thru August	\$2,884,612
Net Income to include Federal Programs	FY '26 thru August	\$-1,260,456
Net Income to include Federal Programs	FY '25 thru August	\$5,000,079

C. Review Correspondence – **Attachment #7**

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

A. NEW BUSINESS

1. None

B. Continuing Business

1. Parking Rates and Charges – Consideration of Approval – **Attachment #7 ACTION ITEM**

As discussed with the Board previously, the Airport has an obligation to maintain up-to-date and reasonable user rates in an effort to be self-sufficient and pay for both operational and future capital expenses. Revenue from items outlined in the Rates and Charges schedule is meant to fund the day-to-day operation, maintenance, and safety of the airport.

Maintaining and updating these fees is crucial to ensuring the long-term financial health of the airport. As with all fee setting, the goal of this update is to set fees and rates at a fair market value, tailored to our specific needs, and at a rate that is consistent and scalable across all airport users.

Staff and their airport parking consultant Chris Johnson have undertaken an extensive analysis of historical parking rates, comparisons from other similarly situated airports, and forecasting of proposed rates. The rate structure proposed simplifies a new parking rate

FMAA Meeting Brief 10-20-2026

structure for parking lot users that will help solve the issues previously presented, including capacity management and congestion at the exit gate.

New Rates:

Parking Rates				
0 to 1 Hr.	Hour	\$0.00	New	11/01/26
1 Hr. - 3 Hrs.	Hour	\$6.00	New	11/01/26
3 Hrs. - 24 Hrs.	Hour	\$18.00	New	11/01/26

Current Rates:

Parking Rates				
0 to 1/2 Hr.	Hour	\$0.00	No Change	06/05/02
1/2 Hr. – 1 1/2 Hr.	Hour	\$3.00	No Change	12/03/19
1 1/2 Hrs. – 2 Hr.	Hour	\$4.00	No Change	04/07/20
2 Hrs. – 3 Hrs.	Hour	\$6.00	No Change	04/07/20
3 Hrs. - 24 Hrs.	Hour	\$15.00	No Change	10/01/22

ACTION REQUESTED: Motion to approve the proposed parking rates effective November 1, 2026.

VII. UPDATES AND DISCUSSION

A. NEW BUSINESS

1. Airport Xeriscaping and Water Usage Reduction Initiatives – Update and Discussion

Staff are pleased to share with the Board a proactive initiative to significantly reduce water consumption associated with irrigation within and surrounding the Airport's parking lot system. Historically, during peak summer months, irrigation of the grass within the parking lots has exceeded 400,000 gallons per month.

Cognizant of the fact that our Airport seeks to balance aesthetics and customer experience with the need to be a responsible steward of our high-desert environment, staff have determined that maintaining lush, green grass is not, by itself, a significant factor in presenting a world-class facility to the traveling public. Rather, travelers value comfortable amenities, convenience, efficiency, and, above all, a safe and well-maintained facility. Staff believe a more environmentally responsible approach is to transition these areas to tasteful xeriscaping along the borders and landscaped areas of the parking lots. Over the coming weeks, staff will work to modify the existing sprinkler system, install weed-barrier fabric, and spread clean, locally sourced 2-inch crushed stone. All existing trees, shrubs, plants, and bushes will remain intact and will continue to be appropriately irrigated and maintained.

FMAA Meeting Brief 10-20-2026

While estimates are preliminary and not based on a formal analysis, staff believe this initiative could reduce water consumption by approximately 200,000 to 300,000 gallons per month during peak irrigation periods. In addition to conserving water, the project is expected to reduce ongoing mowing, irrigation maintenance, and other landscaping requirements.

Staff have coordinated with the FMAA Board Chair and Vice Chair on this initiative and have already begun these efforts. We are proud to continue identifying practical and innovative ways to reduce the Airport's environmental impact while maintaining an attractive, welcoming, and world-class facility for our traveling public and community.

B. CONTINUING BUSINESS

1. Miscellaneous

i. Staff Retirements & New Teammates – Update

Staff would like to extend our sincere appreciation and gratitude to two incredible team members for their service to the Friedman Memorial Airport Authority.

First, Airport Operations/ARFF Specialist Deano Miller retires this week after more than nine years of service at our Airport. Deano was born and raised in the Wood River Valley and is the very definition of a “jack of all trades.” He is the person who, when everything seems to be going wrong, somehow finds a creative solution.

For more than nine years, Deano has professionally maintained our infrastructure and buildings and has been instrumental in numerous improvements throughout the Airport, including the replacement of our ageing boiler systems. Initiatives spearheaded by Deano have resulted in a 66% reduction in natural gas usage in the terminal building, reduced electrical consumption through LED lighting projects, reduced wastewater, and the introduction of more efficient plumbing fixtures.

We wish Deano well as he and his wife, Shelly, look forward to spending more time with their dogs, Storm and Thunder. And to Deano, we say, “Keep the rubber side down,” as he looks forward to putting many more miles on his motorcycle.

Second, we wish our IT Administrator, Teresa McGoffin, “blue skies and tailwinds” as she retires after four years with the Airport. Prior to joining the Airport team, Teresa spent an entire career with the Blaine County School District. Teresa has brought tremendous knowledge and dedication to the Airport, and we are grateful for her service. In retirement, she plans to put some miles on her fire-engine-red electric VW Bus as she travels and explores the country.

FMAA Meeting Brief 10-20-2026

It would be impossible to list the accomplishments both of these individuals have accomplished for us.

While we are incredibly proud of both Deano and Teresa as they enter this new chapter, their departures will leave difficult holes to fill.

With their departures, we are also pleased to share with the Board that two new team members will be joining us.

This week, Daniel “Danny” Robertson will join the team as an Airport Operations/ARFF Specialist I. Danny graduated from Eastern Washington University with a degree in Aviation Management and holds a private pilot certificate. Most recently, he served as an Airport Management Intern with Auburn Municipal Airport in Washington State.

Matthew Schwartz will be joining the FMAA team as our new IT Administrator and comes to us from Sun Valley Company. Matt is a graduate of Boise State University with a degree in IT and Cybersecurity and is currently pursuing his master’s degree in the same fields.

We are grateful for the contributions Deano and Teresa have made to FMAA, and we are excited to welcome Danny and Matt as they begin their careers with our team. We look forward to introducing our new team members to the Board in person in the near future.

2. Construction and Capital Projects

i. Air Traffic Control Tower – 60% Design Threshold – Update

Staff are pleased to report that engineering and architectural teams have hit the 60% design threshold for design of the new Airport Traffic Control Tower. Staff, Air Traffic Controllers, and consulting teams have a meeting scheduled for October 7th where the plans will be reviewed in detail. This project remains on track and on schedule but, as always, the availability and scheduling of Federal Funding will be a driving factor in determining or estimating an actual construction timeline. Airport staff will keep the FMAA Board updated on any developments related to this vital project.

ii. Terminal Renovations – Update

Progress continues on evaluating improved layout concepts for the interior of the main terminal building. Over the past several months, staff, architects, and engineers have met with key stakeholders and tenants, including airline representatives and the TSA, to evaluate opportunities for improving the passenger screening checkpoint and baggage handling system.

FMAA Meeting Brief 10-20-2026

There is broad agreement among stakeholders that improvements to the TSA passenger screening checkpoint remain the highest priority for addressing passenger flow, congestion, efficiency, and ADA accessibility. The project team believes meaningful improvements to the checkpoint can be accomplished effectively, with straightforward project phasing which will minimize impacts to travelers and ongoing terminal operations.

In contrast, evaluation of the baggage handling system has identified greater complexity. Potential improvements are constrained by the physical space available within the existing terminal, as well as ergonomic considerations for the employees who use the system. While these challenges are not insurmountable, the study increasingly indicates that the Airport's near-term focus should remain on the project that is currently the most realistic, attainable, and impactful: improvements to the TSA passenger screening checkpoint.

Next steps will include developing a preliminary cost estimate for the TSA checkpoint improvements, which will allow FMAA to strategically incorporate the project into the Airport's Capital Improvement Plan (CIP). Concurrently, the team will continue working with stakeholders to explore baggage handling system and ticket counter configurations that are practical, effective, and feasible within the constraints of the existing terminal building.

3. Airport Planning Projects

i. Airport Infrastructure and Optimization Study – Update

Airport Staff, the Study Advisory Committee, our talented consulting teams, and the FAA, working in partnership, have completed the final draft of Phase 1 of the Infrastructure and Optimization Study.

At the request of the FAA, Phase 1 was intended to update previous planning efforts by evaluating aviation activity and passenger forecasts, identifying future facility and infrastructure needs, and exploring potential airfield layout options that could better align the Airport with FAA design standards.

As a reminder, Phase 1 is not intended to select or advance a specific development alternative. Rather, the work provides updated information that can serve as a foundation for more detailed conversations with the FAA, the Board, and our community regarding the Airport's long-term future.

Pending receipt of FAA review comments, the team plans to present the findings of Phase 1 to the FMAA Board in November or December. Given the high-level and preliminary nature of this phase, no Board action is anticipated or required at that time.

Phase II of the study, should FMAA elect to pursue it, would involve a more formal Airport Layout Plan (ALP) update and a deeper evaluation of the Airport's long-term infrastructure

FMAA Meeting Brief 10-20-2026

needs and alternatives. That process would include opportunities for public involvement, discussion, and feedback before any future planning decisions are made.

VIII. PUBLIC COMMENT

IX. EXECUTIVE SESSION I.C. §74-206 (1),(b) Evaluation of employee matters

X. ADJOURNMENT

**MINUTES OF A REGULAR MEETING
OF THE
FRIEDMAN MEMORIAL AIRPORT AUTHORITY
August 11, 2026
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS:

Board Chair – Martha Burke, Vice Chair – Muffy Davis, Secretary – Angenie McCleary, Board Members – Dale Bathum, Jacob Greenberg, Dustin Stone, Lindsay Mollineaux, Treasurer – Ron Fairfax

FRIEDMAN MEMORIAL AIRPORT STAFF:

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

CONSULTANTS:

Ardurra – Nathan Cuvala

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

A motion to approve the agenda as presented.

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

**PASSED UNANIMOUSLY
1:26**

II. PUBLIC COMMENT

None.

1:51

III. PUBLIC HEARING – ACTION ITEM

A. FY 2027 Budget – Motion to Approve – Attachment #1 - #2 ACTION ITEM

Brian Blackburn, Deputy Director of Finance & Administration, briefly described the finalized proposed budget and stated the numbers have not changed since the July meeting presentation.

The Board discussed that the training budget will be higher this fiscal year due to the inclusion of the Triennial Full Scale Emergency Exercise. This exercise will include a airplane fire prop this year.

MOTION: *Made by Board Member Greenberg to approve the proposed Friedman Memorial Airport Expenditure Budget for FY 2027 in the amount of \$27,031,612. Seconded by Secretary McCleary.*

**PASSED UNANIMOUSLY
6:06**

IV. APPROVE FMAA MEETING MINUTES

- A. July 7, 2026, Regular Meeting – Motion to Approve – **Attachment #3 ACTION ITEM**

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

PASSED UNANIMOUSLY

6:29

V. REPORTS

- A. Chair Report

No report given.

- B. Blaine County Report

No report given.

- C. City of Hailey Report

No report given.

- D. Fly Sun Valley Report

No report given.

7:23

- E. Airport Team Reports (see Power Point Presentation)

Airport Director Burke stated condolences and solidarity with the Twin Falls community following the incident on August 1st. Director Burke reported that July was a busy month with parades, wildfires, and holiday traffic. There was a small fire along the highway south of the Flying Hat Ranch which was extinguished quickly and the fence will be fixed quickly.

Airport Director Burke reported that American Airlines has confirmed that they will be operating the Embraer 175 into Sun Valley this winter which will increase their ability to operate in poor weather conditions and visibility.

Director Burke reported that he and Nathan Cuvala of Ardurra have been in close contact with the FAA regarding federal funding for the new Air Traffic Control Tower. There is not currently discretionary funding programmed for the tower but there are other options and the project is a high priority for the FAA.

Airport Director Burke reported on the activity stats for July and reported that on the arrival day for the Allen and Company Fly-In event there were 308 total operations. Staff would like to recognize Salt Lake Center, our ATCT, and Atlantic Aviation for a job well done and smooth operations.

17:17

VI. AIRPORT STAFF BRIEF

- A. Noise Complaints in May.

- B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data (**See Attachment #4-#8**)

- C. Airport Commercial Flight Interruptions (unofficial)
- D. Review Correspondence

VII. ACTION ITEMS

A. NEW BUSINESS

1. Surplus Property Disposal – Consideration of Approval – ACTION ITEM

Airport Director Burke asked the Board to consider declaration of a 1985 Ford C800 De-Ice Truck as surplus property so that it can be disposed of. The item was not procured using FAA AIP funds and can be disposed of through the standard state surplus disposal process, which is a sealed bid auction.

MOTION: *Made by Board Member Stone to approve the property list, declare the item on the list as surplus property, and approve the sealed bid process for disposal. Seconded by Board Member Greenberg.*

PASSED UNANIMOUSLY
19:15

B. CONTINUING BUSINESS

1. P2P Car Rental – TURO Operating Agreement – Consideration of Award – ACTION ITEM – Attachment #8

Airport Director Burke asked the Board to consider approval of the agreement with Turo Car Rental. He thanked Brian Blackburn and Eliana Wolper for the work in completing the negotiation process for the agreement. Director Burke stated that Turo is already operating on the airport and that this agreement just formalizes their presence and ensures that they are paying their fair share to operate. The Board discussed LOT dollars which will be organized by the City of Hailey, not airport staff.

Motion: *Made by Board Member Greenberg to approve the TURO operating agreement at the Friedman Memorial Airport. Seconded by Board Member Stone.*

PASSED UNANIMOUSLY
23:31

VIII. UPDATES AND DISCUSSION

A. NEW BUSINESS

1. Wildland Fire Aircraft Activity and Unauthorized Drone Activity – Update

Airport Director Burke reported on the two wildfires that occurred in the area in July. Staff coordinated closely with Incident Command, local ATCT, South Idaho Interagency Dispatch Center, and the FAA Command Center. Aerial firefighting crews coordinated with ATCT. There was no impact to aircraft operations at the airport.

Airport Director Burke reported that on July 14th unauthorized drones were observed over downtown Bellevue. Drones threatens both aerial firefighting operations and regular aircraft operations. The airport views this as an opportunity to educate the public on FAA Part 107 rules which govern commercial drone operations and drone operations within a 5 mile radius of the Friedman Memorial

Airport. Within the 5 mile radius, drone operators need FAA authorization to fly a drone. Fines from the FAA can exceed \$10,000.

There is a system called the Low Altitude Authorization and Notification Capability (LAANC) System from the FAA which allows operators to obtain authorization for drone operations and notifies Air Traffic Control when and where drones will be operating.

The Board discussed operational altitude maximums and discussing this with local realtors and companies so they are aware of the restrictions.

2. BCSO & Hailey Police Department EVOC Training – Discussion

Airport Director Burke reported that Hailey Police and the Blaine County Sheriff's Department will be using part of the airport for their EVOC training on September 15th and 16th. There is an expected law enforcement presence and it will not have a major impact on operations.

B. CONTINUING BUSINESS

1. Miscellaneous

i. Future Aeronautical Development RFP – Clay Lacy Lease Agreement – Update

Airport Director Burke gave an update on the Clay Lacy lease agreement. On November 5th, 2024, the Board accepted the recommendation of the Selection Committee and approved the draft lease agreement. The lease agreement was delayed by the Environmental Assessment and Reassessment. In March 2026, after final legal description was prepared airport staff reengaged with Clay Lacy to negotiate the final terms of the lease agreement.

The changes to the lease agreement include changes to revenue shares, increasing to 8% across a majority of revenue categories while hangar sales, transient aircraft parking and transient aircraft hangar rentals are at 5%. While Clay Lacy will remain subject to the airport minimum standards, the construction deadline for the originally proposed 70,000 sqft hangars to 10 years. This will allow them to construct only the facilities necessary for their business. They will still have to complete the proposed facilities within 10 years.

ii. Meet the Fleet – September 19th – Save the Date

The annual Meet the Fleet event is occurring on September 19th from 11am to 2pm. The Kiwanis Club will provide hamburgers and hot dogs. The Hailey Fire Department is also holding their annual Chili Cook Off with proceeds from the event benefitting local fire departments and local charities.

To sign up for the Chili Cook Off contact Mike McKenna with the Valley Chamber.

iii. Airport Rates and Charges & Parking Rates – Update

Eliana Wolper, Business Operations Coordinator, presented on the update of the rates and charges schedule at the airport. These have not been updated in 10 years. The Airport has an obligation to maintain up-to-date, reasonable, and not unjustly discriminatory fees to offset operational expenses. Staff are going through every rate at the airport to ensure that they meet these standards.

In this process, parking rates are being updated. Staff proposed a new rate structure where the 1st hour of parking is free and simplified the rate structure beyond 1 hour. Please see slideshow for more details of the parking rates and data used to set them.

The Board discussed parking rates, the efficiency of the parking lot, and if this rate increase is above the level that requires a public hearing. Staff will determine if a public hearing is needed and ensure that when the Board votes on the new rates, all necessary rules have been followed.

Chris Johnson, with CAJ Consulting, presented some of the history of the parking challenges at the airport. He stated that the rates as presented are right within fair market value and presented some additional data on parking rates.

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

1:01:06

IX. PUBLIC COMMENT

Public comment made by Glass Cockpit Aviation owner John Strauss who is offering a 30 minute scenic flight as a raffle item during Meet the Fleet.

1:15:31

The Board discussed the ongoing progress on changes to the terminal layout related to TSA delays and people missing their flights. Staff will be meeting with airline stakeholders in a week to discuss the potential layout options.

X. ADJOURNMENT (6:38pm)

The August 11, 2026, Regular Meeting of the Friedman Memorial Airport Authority was adjourned at 6:38p.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.*

**MINUTES OF A REGULAR MEETING
OF THE
FRIEDMAN MEMORIAL AIRPORT AUTHORITY
September 1, 2026
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS:

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

FRIEDMAN MEMORIAL AIRPORT STAFF:

Airport Director – Tim Burke, Deputy Director of Finance & Administration – Brian Blackburn, Deputy Director of Operations and Maintenance – Oliver Nordlie, Administrative Coordinator II – Janice Hicks, Business Operations Coordinator – Eliana Wolper

CONSULTANTS:

Nathan Culvala- Ardurra

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

A motion to approve the agenda as presented.

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

***PASSED UNANIMOUSLY
2:34***

II. PUBLIC COMMENT

None.

4:05

III. APPROVE FMAA MEETING MINUTES

A. August 11, 2026 Regular Meeting – Motion to Approve – **Attachment #1 ACTION ITEM**

Approval of the minutes was deferred to the October meeting.

IV. REPORTS

A. Chair Report

No report given.

B. Blaine County Report

No report given.

C. City of Hailey Report

No report given.

D. Fly Sun Valley Report

No report given.

E. Airport Team Reports

Airport Director Burke reported that two new Airport Ops staff members completed Aircraft Rescue Fire Training this week. Another new Airport Ops staff member will be joining the team in October, he is the current intern in Auburn, WA. He has an aviation degree and previous aviation experience.

The Airport will hold its emergency exercise on September 30th.

The Board discussed noise complaints and the process for handling complaints. Educational outreach is ongoing. Every violator of the noise reduction program is contacted and educated. The Board discussed the impact of the based air ambulance helicopters and what areas those helicopters are responding to, including heading in all directions from Blaine County to assist other areas of the state.

Airport Director Burke reported that Staff has accepted delivery of the new snow blower which will be helpful for winter snow removal operations.

13:31

V. AIRPORT STAFF BRIEF

A. Noise Complaints as of August 27 – **Attachment #2**

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

C. Review Correspondence

VI. ACTION ITEMS

A. NEW BUSINESS

1. None.

B. CONTINUING BUSINESS

1. None.

VII. UPDATES AND DISCUSSION

A. NEW BUSINESS

1. None.

B. CONTINUING BUSINESS

1. Miscellaneous

i. Meet the Fleet – Reminder

Airport Director Burke reported that the annual Meet-the-Fleet event will be held on September 19th. The event will feature airport equipment, police cars, fire trucks, ambulances, and helicopters from St. Luke's and Life Flight. Hailey Fire Department will host their annual Chili Cook Off and food will be available, provided by the Kiwanis Club.

14:31

2. Construction and Capital Projects

i. None

3. Airport Planning Projects

i. None

VIII. PUBLIC COMMENT

John Strauss of Blaine County gave public comment encouraging attendance at the Meet the Fleet event and announced his donation of a scenic flight for the raffle prize.

16:35

IX. ADJOURNMENT (5:44pm)

The September 1, 2026, Regular Meeting of the Friedman Memorial Airport Authority was adjourned at 5:44p.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: 14-Sep-2026 16:35 MDT

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

Contact Information:

- **Name:** Sarah Colmant
- **Phone Number for call back:** On File **Email:** On File
- **Address:** [43.50193533761184,-114.28656578063966](#)
- **Do you wish to be contacted by the Airport?** No

Noise Incident Information

- **Time of incident:** 2026-Sep-14 16:34
- **Type of Incident (Overflight, Low Flying, Circling, Hovering, Vibration/Rumbling, Late Night/Early Morning, Sustained Noise, Frequency of Flights, Unusually Loud, Other):** Low flying, Unusually loud
- **Comments:** Every elected official and unelected government bureaucrat in this valley should be ashamed of themselves to allow whatever that abomination of an airplane was today. I have never heard anything so loud in my life. I purchased this house over three years ago and the traffic continues to get worse!

That literally rattled my windows, woke up my baby, and gave my dog anxiety. There are people in this community who have PTSD who cannot tolerate this type of noise.

I don't know why we continue to let these pilots do whatever they want just so they can get a thrill out of antagonizing our community.

No need to call back. I know none of you care.

- **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.

SC

I have read and understood the above information:

Outcome/Resolution (Airport response)

No response requested

Friedman Memorial Airport Noise Inquiry Form

Date Received: 14-Sep-2026 10:46 MDT

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

Contact Information:

- **Name:** Svea Grover
- **Phone Number for call back:** On File **Email:** On File
- **Address:** [911 Eastridge Dr, Hailey, Idaho, 83333](#)
- **Do you wish to be contacted by the Airport?** Yes

Noise Incident Information

- **Time of incident:** 2026-Sep-14 10:40
- **Type of Incident (Overflight, Low Flying, Circling, Hovering, Vibration/Rumbling, Late Night/Early Morning, Sustained Noise, Frequency of Flights, Unusually Loud, Other):** Vibration/rumbling, Sustained Noise, Unusually loud
- **Comments:** What the heck was that unbelievable noise? And why were those type of planes here and allowed to land/take off from here????

The noise and air pollution from this airport has become nearly unbearable and is greatly reducing our quality of life for those of us living anywhere near it. I'm very concerned about long term health impacts as well and feel the city air airport authority have no intention of balancing health/quality of life and airport traffic any longer.

I would like to know what type of air quality monitoring are you doing if any, and what the results are. This should be publicly available information.

Svea Grover

- **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)

Dear Ms. Grover,

Thank you for contacting the Friedman Memorial Airport via the online noise comment form on September 14, 2026 at 10:46 am.

The noise you heard today, at 10:37am, was from the departure of two United States military aircraft; specifically, United States Navy F/A-18 Super Hornet fighter jets that departed to the south. The aircraft then turned around south of Bellevue and flew north over the airport prior to departing the area towards the east. As you can likely imagine, the United States military is entitled to use any public-use airport in the nation. Furthermore, in most circumstances, the military is legally-exempt from noise, speed, and altitude restrictions. These flights were fully compliant with Federal Aviation Administration (FAA) regulations governing these types of operation.

While not common here at SUN, occasionally, the military can and will operate in and out of Friedman Memorial airport as a refueling location, overflight through the valley, and will conduct training operations in the mountainous terrain surrounding the Wood River Valley.

As a matter of record, the Friedman Memorial Airport Authority is an open-access, public-use airport facility that is governed by numerous federal grant assurances. Additionally, in 1990, Congress enacted the Aircraft Noise and Capacity Act (ANCA) that prohibits airports from restricting flights by time-of-day, frequency, aircraft type, or location. Consequently, as a public airport, we cannot discriminate against any aircraft using this facility 24/7. Doing otherwise would be a violation of the Interstate Commerce Clause of the US Constitution, ANCA, and federal grant assurances.

The Federal Aviation Administration has exclusive and preemptive authority over all US national airspace. Pilots have responsibility for flight procedures consistent with FAA regulations and only FAA Air Traffic Controllers have authority to route flights once they are airborne.

Thank you for contacting us,

Tim Burke

Friedman Memorial Airport Noise Inquiry Form

Date Received: 14-Sep-2026 10:54 MDT

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

Contact Information:

- **Name:** Bruce Malone
- **Phone Number for call back:** On File **Email:** On File
- **Address:** [641 Buckhorn Dr, Hailey, Idaho, 83333](#)
- **Do you wish to be contacted by the Airport?** Yes

Noise Incident Information

- **Time of incident:** 2026-Sep-14 10:25
- **Type of Incident (Overflight, Low Flying, Circling, Hovering, Vibration/Rumbling, Late Night/Early Morning, Sustained Noise, Frequency of Flights, Unusually Loud, Other):** Unusually loud
- **Comments:** Jet engine taking off to the south. Sounded like a warplane. What's up?
- **Attachments, if any (photo, video, recording):**

Important Information:

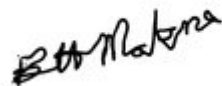
Public Records Law

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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)

Dear Mr. Malone,

Thank you for contacting the Friedman Memorial Airport via the online noise comment form on September 14, 2026 at 10:54 am.

The noise you heard today, at 10:37am, was from the departure of two United States military aircraft; specifically, United States Navy F/A-18 Super Hornet fighter jets that departed to the south. The aircraft then turned around south of Bellevue and flew north over the airport prior to departing the area towards the east. As you can likely imagine, the United States military is entitled to use any public-use airport in the nation. Furthermore, in most circumstances, the military is legally-exempt from noise, speed, and altitude restrictions. These flights were fully compliant with Federal Aviation Administration (FAA) regulations governing these types of operation.

While not common here at SUN, occasionally, the military can and will operate in and out of Friedman Memorial airport as a refueling location, overflight through the valley, and will conduct training operations in the mountainous terrain surrounding the Wood River Valley.

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The Federal Aviation Administration has exclusive and preemptive authority over all US national airspace. Pilots have responsibility for flight procedures consistent with FAA regulations and only FAA Air Traffic Controllers have authority to route flights once they are airborne.

Thank you for contacting us,

Tim Burke

Friedman Memorial Airport

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

11:21 AM

10/01/2026

Accrual Basis

Ordinary Income/Expense

Income

4000-00 · AIRCARRIER

4000-01 · Aircarrier - Lease Space	601,904.26	530,000.00	71,904.26	113.57%
4000-02 · Aircarrier - Landing Fees	385,675.84	300,000.00	85,675.84	128.56%
4000-03 · Aircarrier - Gate Fees	0.00	0.00	0.00	0.0%
4000-04 · Aircarrier - Utility Fees	330.00	360.00	-30.00	91.67%
4010-07 · Aircarrier - '14 PFC App	0.00	0.00	0.00	0.0%
4010-08 · Aircarrier - '25 PFC App	251,620.72	514,000.00	-262,379.28	48.95%
4010-12 Aircarrier - '26-12 PFC	221,711.36			

Total 4000-00 · AIRCARRIER

1,461,242.18	1,344,360.00	116,882.18	108.69%
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4020-00 · TERMINAL AUTO PARKING REVENUE

4020-01 · Automobile Parking - Terminal	1,081,257.92	900,000.00	181,257.92	120.14%
4020-02 · Automobile Parking - Passes	640.00	600.00	40.00	106.67%

Total 4020-00 · TERMINAL AUTO PARKING REVENUE

1,081,897.92	900,600.00	181,297.92	120.13%
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4030-00 · AUTO RENTAL REVENUE

4030-01 · Automobile Rental - Commission	866,581.50	800,000.00	66,581.50	108.32%
4030-02 · Automobile Rental - Lease Space	33,153.12	35,000.00	-1,846.88	94.72%
4030-03 · Automobile Rental - Auto Prkng	74,928.58	75,000.00	-71.42	99.91%
4030-04 · Automobile Rental - Utilities	2,123.82	2,500.00	-376.18	84.95%
4030-00 · AUTO RENTAL REVENUE - Other	0.00	0.00	0.00	0.0%

Total 4030-00 · AUTO RENTAL REVENUE

976,787.02	912,500.00	64,287.02	107.05%
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4040-00 · TERMINAL CONCESSION REVENUE

4040-01 · Terminal Shops - Commission	61,895.05	47,000.00	14,895.05	131.69%
4040-03 · Terminal Shops - Utility Fees	2,123.81	2,500.00	-376.19	84.95%
4040-04 · Pay Phones - Commission	0.00	0.00	0.00	0.0%
4040-10 · Advertising - Commission	65,796.26	60,000.00	5,796.26	109.66%
4040-11 · Vending Machines - Commission	5,919.89	6,000.00	-80.11	98.67%
4040-12 · Terminal ATM	550.00	600.00	-50.00	91.67%

Total 4040-00 · TERMINAL CONCESSION REVENUE

136,285.01	116,100.00	20,185.01	117.39%
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4050-00 · FBO REVENUE

4050-01 · FBO - Lease Space	204,034.96	198,000.00	6,034.96	103.05%
4050-02 · FBO - Overnight Parking Fees	0.00	0.00	0.00	0.0%
4050-04 · FBO - Commission	99,778.62	55,000.00	44,778.62	181.42%
4050-07 · FBO - Miscellaneous	0.00	0.00	0.00	0.0%

Total 4050-00 · FBO REVENUE

303,813.58	253,000.00	50,813.58	120.08%
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4060-00 · FUEL FLOWAGE REVENUE

4060-01 · Fuel Flowage - FBO	496,917.11	500,000.00	-3,082.89	99.38%
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Total 4060-00 · FUEL FLOWAGE REVENUE

496,917.11	500,000.00	-3,082.89	99.38%
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4070-00 · TRANSIENT REVENUE

4070-01 · Parking Fees - Non-Comm./Gov't	599,627.50	410,000.00	189,627.50	146.25%
4070-02 · Landing Fees - Non-Comm./Gov't	621,555.65	600,000.00	21,555.65	103.59%

Total 4070-00 · TRANSIENT REVENUE

1,221,183.15	1,010,000.00	211,183.15	120.91%
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4080-00 · HANGAR REVENUE

4080-01 · Land Lease - Hangar	786,519.64	774,000.00	12,519.64	101.62%
4080-02 · Land Lease - Hangar/Trans. Fee	233,718.75	50,000.00	183,718.75	467.44%
4080-03 · Hangar/Utilities (E8,11,24)	571.71	500.00	71.71	114.34%
4080-05 · Land Lease - FMA Hangar Rentals	51,298.00	50,000.00	1,298.00	102.6%

Total 4080-00 · HANGAR REVENUE

1,072,108.10	874,500.00	197,608.10	122.6%
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4090-00 · TIEDOWN FEES REVENUE

4090-01 · Tiedown Fees (FMA)	46,331.00	36,000.00	10,331.00	128.7%
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	Oct '25 - Aug 26	Budget	\$ Over Budget	% of Budget
Total 4090-00 · TIEDOWN FEES REVENUE	46,331.00	36,000.00	10,331.00	128.7%
4100-00 · CARGO CARRIERS REVENUE				
4100-01 · Cargo Carriers - Landing Fees	0.00	0.00	0.00	0.0%
4100-02 · Cargo Carriers - Tiedown	0.00	0.00	0.00	0.0%
4100-00 · CARGO CARRIERS REVENUE - Other	0.00	0.00	0.00	0.0%
Total 4100-00 · CARGO CARRIERS REVENUE	0.00	0.00	0.00	0.0%
4110-00 · MISCELLANEOUS REVENUE				
4110-01 · Misc. Revenue	154,891.83	2,000.00	152,891.83	7,744.59%
4110-05 · ZzZ_Misc. Incident/Accident	0.00	0.00	0.00	0.0%
4110-09 · Miscellaneous Expense Reimburse	0.00	0.00	0.00	0.0%
4900-00 · GAIN/LOSS ON EQUIP. DISP.	0.00	0.00	0.00	0.0%
Total 4110-00 · MISCELLANEOUS REVENUE	154,891.83	2,000.00	152,891.83	7,744.59%
4120-00 · GROUND TRANSP. PERMIT REVENUE				
4120-01 · Ground Transportation Permit	26,170.00	24,000.00	2,170.00	109.04%
4120-02 · GTSP - Trip Fee	5,640.00	5,000.00	640.00	112.8%
4120-00 · GROUND TRANSP. PERMIT REVENUE - Other	0.00	0.00	0.00	0.0%
Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	31,810.00	29,000.00	2,810.00	109.69%
4400-00 · TSA/SECURITY				
4400-02 · Terminal Lease	40,511.69	30,000.00	10,511.69	135.04%
4400-03 · Security Prox. Cards	55,710.00	40,000.00	15,710.00	139.28%
4400-00 · TSA/SECURITY - Other	0.00	0.00	0.00	0.0%
Total 4400-00 · TSA/SECURITY	96,221.69	70,000.00	26,221.69	137.46%
4450-00 · RANCH REVENUE				
4450-01 · Ranch House Rent	17,600.00	7,200.00	10,400.00	244.44%
4450-02 · Ranch Lease	49,500.00	54,000.00	-4,500.00	91.67%
Total 4450-00 · RANCH REVENUE	67,100.00	61,200.00	5,900.00	109.64%
4500-00 · IDAHO STATE GRANT PROGRAM REV.				
4500-24 · SUN-24	0.00	0.00	0.00	0.0%
4500-26 · IDOT F208SUN	0.00	15,000.00	-15,000.00	0.0%
Total 4500-00 · IDAHO STATE GRANT PROGRAM REV.	0.00	15,000.00	-15,000.00	0.0%
Total 4520-00 · INTEREST REVENUE	712,857.03	600,000.00	112,857.03	118.81%
Total 4761-00 · AIP '61 - Airfield Pavement Etc	-428,604.62	700,000.00	-1,128,604.62	-61.23%
Total 4762-00 · AIP '62 - Airfield AGIS	-10,671.10	600,000.00	-610,671.10	-1.78%
Total 4763-00 · AIP '63 - Infrastructure/Optimi	168,431.91	902,000.00	-733,568.09	18.67%
Total 4764-00 · AIP '64 - GA Terminal	264,569.31	740,000.00	-475,430.69	35.75%
4800-00 · Current Year AIP	0.00	2,700,000.00	-2,700,000.00	0.0%
4850-00 · CFC Pass-through Revenue	317,649.44	400,000.00	-82,350.56	79.41%
Total Income	8,170,820.56	12,766,260.00	-4,595,439.44	64.0%
Gross Profit	8,170,820.56	12,766,260.00	-4,595,439.44	64.0%
Expense				
5000 · EXPENDITURES				
5000-00 · "A" EXPENSES				
Total 5010-00 · Salaries - Admin Salaries	574,430.44	558,819.00	15,611.44	102.79%
Total 5020-00 · Salaries - Operations Salaries	808,036.62	1,001,700.00	-193,663.38	80.67%
Total 5030-00 · Salaries - Seasonal Salaries	59,016.26	65,000.00	-5,983.74	90.79%
Total 5040-00 · Salaries - Overtime	18,674.02	40,000.00	-21,325.98	46.69%
5050-00 · Salaries - Adjustment/Merit	0.00	83,276.00	-83,276.00	0.0%
5060-00 · Salaries - One-time Pay	31,694.72	41,513.00	-9,818.28	76.35%
5070-00 · Compensated Absenses Accrued	0.00	0.00	0.00	0.0%
5100-00 · Retirement	149,898.21	200,242.00	-50,343.79	74.86%
5110-00 · Social Security/Medicare	110,005.21	136,959.00	-26,953.79	80.32%
5120-00 · Life Insurance	1,047.71	2,000.00	-952.29	52.39%
5130-00 · Medical Insurance	292,423.14	290,000.00	2,423.14	100.84%
5160-00 · Workman's Compensation	26,099.00	20,000.00	6,099.00	130.5%

	Oct '25 - Aug 26	Budget	\$ Over Budget	% of Budget
Total 5000-00 · "A" EXPENSES	2,071,325.33	2,439,509.00	-368,183.67	84.91%
6000 · "B" EXPENDITURES				
6000-0 · "B" EXPENSES - ADMINISTRATIVE				
6000-00 · TRAVEL EXPENSE				
6000-01 · Travel	41,798.40	50,000.00	-8,201.60	83.6%
Total 6000-00 · TRAVEL EXPENSE	41,798.40	50,000.00	-8,201.60	83.6%
6010-00 · SUPPLIES/EQUIPMENT EXPENSE				
6010-01 · Supplies/Equipment - Office	7,482.96	8,200.00	-717.04	91.26%
6010-02 · Supplies/Equipment - Parking	0.00	700.00	-700.00	0.0%
6010-03 · Supplies/Equipment - Computer	33,820.61	30,000.00	3,820.61	112.74%
Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE	41,303.57	38,900.00	2,403.57	106.18%
6020-00 · INSURANCE				
6020-01 · Insurance	134,192.50	133,000.00	1,192.50	100.9%
Total 6020-00 · INSURANCE	134,192.50	133,000.00	1,192.50	100.9%
6030-00 · UTILITIES				
6030-01 · Utilities - Gas/Terminal	5,133.56	12,000.00	-6,866.44	42.78%
6030-02 · Utilities - Gas/AOB & Cold Stor	4,100.00	8,000.00	-3,900.00	51.25%
6030-03 · Utilities - Elect./Runway&PAPI	5,123.55	6,000.00	-876.45	85.39%
6030-04 · Utilities - Elec./AOB & Cold St	8,986.66	10,000.00	-1,013.34	89.87%
6030-05 · Utilities - Electric/Terminal	52,871.66	62,000.00	-9,128.34	85.28%
6030-06 · Utilities - Telephone	16,531.25	23,000.00	-6,468.75	71.88%
6030-07 · Utilities - Water	21,867.38	18,000.00	3,867.38	121.49%
6030-08 · Utilities - Garbage Removal	42,825.23	24,000.00	18,825.23	178.44%
6030-09 · Utilities - Sewer	13,673.26	10,000.00	3,673.26	136.73%
6030-11 · Utilities - Electric/Tower	5,623.22	7,000.00	-1,376.78	80.33%
6030-12 · Utilities - Elec./Brdfrd.Hghl	511.10	600.00	-88.90	85.18%
6030-13 · Utilities - Elec. Exit Booth	752.22	1,500.00	-747.78	50.15%
6030-15 · Utilities - Elec/AWOS	3,201.80	3,500.00	-298.20	91.48%
6030-16 · Utilities - Elec. Wind Cone	297.77	330.00	-32.23	90.23%
6030-17 · Utilities - Elec./Gas- Hangar	4,551.93	6,000.00	-1,448.07	75.87%
6030-20 · Utilities - Ranch	36,890.84	80,000.00	-43,109.16	46.11%
Total 6030-00 · UTILITIES	222,941.43	271,930.00	-48,988.57	81.99%
6040-00 · SERVICE PROVIDER				
6040-01 · Service Provider - General	1.00	0.00	1.00	100.0%
6040-02 · Service Provider - Term. Serv.	22,337.49	8,000.00	14,337.49	279.22%
6040-03 · Service Provider - AOB Services	69,660.55	75,000.00	-5,339.45	92.88%
6040-04 · Service Provider-Ops./Airfield	7,196.00	18,000.00	-10,804.00	39.98%
6040-13 · Service Provider-Parking Lot	72,235.93	85,000.00	-12,764.07	84.98%
Total 6040-00 · SERVICE PROVIDER	171,430.97	186,000.00	-14,569.03	92.17%
6050-00 · PROFESSIONAL SERVICES				
6050-01 · Professional Services - Legal	56,942.78	250,000.00	-193,057.22	22.78%
6050-02 · Professional Serv. - Audit/Fina	120,368.79	140,000.00	-19,631.21	85.98%
6050-03 · Professional Services - Enginee	52,778.09	75,000.00	-22,221.91	70.37%
6050-04 · Professional Services - HR	8,150.00	16,000.00	-7,850.00	50.94%
6050-05 · Professional Services - Gen.	19,816.03	20,000.00	-183.97	99.08%
6050-10 · Prof. Svcs.-IT/Comp. Support	154,937.50	170,000.00	-15,062.50	91.14%
6050-12 · Prof. Serv.- Planning Air Serv.	0.00	2,000.00	-2,000.00	0.0%
6050-13 · Prof. Serv.-Website Hosting	440.00	1,200.00	-760.00	36.67%
6050-15 · Prof. Serv.-Web Maint-Outreach	1,263.73	30,000.00	-28,736.27	4.21%
6050-17 · Prof. Serv. - Airspace Consult.	11,063.80	40,000.00	-28,936.20	27.66%
6050-19 · Prof. Serv.-ATCT Relocation	2,310.00	25,000.00	-22,690.00	9.24%
6050-21 · Professional Services - Other	38,363.55	45,000.00	-6,636.45	85.25%
Total 6050-00 · PROFESSIONAL SERVICES	466,434.27	814,200.00	-347,765.73	57.29%
6060-00 · MAINTENANCE-OFFICE EQUIPMENT				

	Oct '25 - Aug 26	Budget	\$ Over Budget	% of Budget
6060-01 · Maint.-Office Equip./Gen.	441.98			
6060-04 · Maintenance - Copier	2,299.28	2,000.00	299.28	114.96%
6060-05 · Maintenance - Phone	13.95	1,000.00	-986.05	1.4%
Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT	2,755.21	3,000.00	-244.79	91.84%
6070-00 · RENT/LEASE OFFICE EQUIPMENT				
6070-02 · Rent/Lease - Postage Meter	1,320.84	1,500.00	-179.16	88.06%
Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT	1,320.84	1,500.00	-179.16	88.06%
6080-00 · DUES/MEMBERSHIPS				
6080-01 · Dues/Memberships	10,851.75	20,000.00	-9,148.25	54.26%
6080-07 · Cove Canal Assoc Dues - Ranch	0.00	3,200.00	-3,200.00	0.0%
Total 6080-00 · DUES/MEMBERSHIPS	10,851.75	23,200.00	-12,348.25	46.78%
6090-00 · POSTAGE				
6090-01 · Postage/Courier Service	1,521.50	1,200.00	321.50	126.79%
Total 6090-00 · POSTAGE	1,521.50	1,200.00	321.50	126.79%
6100-00 · EDUCATION/TRAINING				
6100-01 · Education/Training - Admin.	7,771.42	10,000.00	-2,228.58	77.71%
6100-02 · Education/Training - OPS	7,186.63	32,000.00	-24,813.37	22.46%
6100-03 · Education/Training - ARFF	18,203.21	16,000.00	2,203.21	113.77%
6100-04 · Ed/Train. - ARFF Trienn. Drill	4,350.87			
6100-06 · Education - Security	0.00	3,000.00	-3,000.00	0.0%
Total 6100-00 · EDUCATION/TRAINING	37,512.13	61,000.00	-23,487.87	61.5%
6101-00 · PUBLIC OUTREACH/ADS/COMMUNICATI				
6101-01 · Advertising/Social Media/Sponso	20,632.91	30,000.00	-9,367.09	68.78%
6101-02 · ZzZ_Pub Outr/Comm - Noise Abate	0.00	0.00	0.00	0.0%
6101-03 · Public Outr/Comm - SAAC	15,762.22	15,000.00	762.22	105.08%
6101-04 · Public Outr/Comm - Promotional	2,394.00			
6101-00 · PUBLIC OUTREACH/ADS/COMMUNICATI - Other	0.00	0.00	0.00	0.0%
Total 6101-00 · PUBLIC OUTREACH/ADS/COMMUNICATI	38,789.13	45,000.00	-6,210.87	86.2%
6110-00 · CONTRACTS				
6110-02 · Contracts - FMAA	103,100.00	84,000.00	19,100.00	122.74%
6110-03 · Contracts - FBO/Fee Collection	0.00	0.00	0.00	0.0%
6110-16 · Contracts - Prkg Mngt Fee/Ops	17,314.72	15,000.00	2,314.72	115.43%
6110-17 · Contracts - Landing Fee Equip.	2,832.50	18,000.00	-15,167.50	15.74%
6110-18 · Contracts - Vector Landing Comm	140,314.99	78,000.00	62,314.99	179.89%
Total 6110-00 · CONTRACTS	263,562.21	195,000.00	68,562.21	135.16%
6130-00 · MISCELLANEOUS EXPENSES				
6130-01 · Misc. - General	19,217.99	15,000.00	4,217.99	128.12%
6130-99 · HOLDER ACCT FOR DW POs	7,214.58			
6140-00 · Bank Fees	310.00	0.00	310.00	100.0%
6140-01 · Merchant Fees	685.26	600.00	85.26	114.21%
6150-03 · Interest expense - leases	0.00	0.00	0.00	0.0%
Total 6130-00 · MISCELLANEOUS EXPENSES	27,427.83	15,600.00	11,827.83	175.82%
Total 6000-0 · "B" EXPENSES - ADMINISTRATIVE	1,461,841.74	1,839,530.00	-377,688.26	79.47%
6001 · "B" EXPENSES - OPERATIONAL				
6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS				
6500-01 · Supplies/Equipment - General	1,851.82	10,000.00	-8,148.18	18.52%
6500-02 · Supplies/Equipment - Tools	8,654.43	20,000.00	-11,345.57	43.27%
6500-03 · Supplies/Equipment-ClothingOps	6,506.09	4,000.00	2,506.09	162.65%
6500-04 · Supplies/Equipment - Janitorial	38,741.01	45,000.00	-6,258.99	86.09%
6500-07 · Supplies/Equipment-ClothingPark	581.15	2,000.00	-1,418.85	29.06%
Total 6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS	56,334.50	81,000.00	-24,665.50	69.55%
6505-00 · EQUIP/VEHICLE - LEASE/RENTAL				
6505-01 · Eq./Vehi Lease/Rental - General	75,831.25	100,000.00	-24,168.75	75.83%
Total 6505-00 · EQUIP/VEHICLE - LEASE/RENTAL	75,831.25	100,000.00	-24,168.75	75.83%

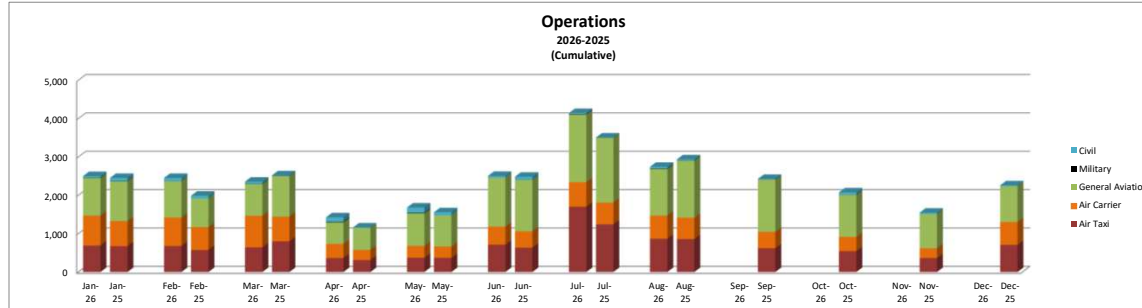
	Oct '25 - Aug 26	Budget	\$ Over Budget	% of Budget
6510-00 · FUEL/LUBRICANTS				
6510-01 · General	761.00	0.00	761.00	100.0%
6510-02 · Fuel	42,457.44	55,000.00	-12,542.56	77.2%
6510-03 · Lubricants	268.93	7,000.00	-6,731.07	3.84%
Total 6510-00 · FUEL/LUBRICANTS	43,487.37	62,000.00	-18,512.63	70.14%
Total 6520-00 · VEHICLES/MAINTENANCE	40,529.36	150,000.00	-109,470.64	27.02%
6530-00 · ARFF MAINTENANCE				
6530-01 · ARFF Maint. Gen/Supplies	7,827.46	15,000.00	-7,172.54	52.18%
6530-04 · ARFF Maint. - Radios	1,407.20	10,000.00	-8,592.80	14.07%
6530-06 · ARFF Maint. - '20 Oshkosh Strik	0.00	2,500.00	-2,500.00	0.0%
6530-08 · ARFF Maint. - '24 Oshkosh Strik	1,206.14	2,500.00	-1,293.86	48.25%
Total 6530-00 · ARFF MAINTENANCE	10,440.80	30,000.00	-19,559.20	34.8%
6540-00 · REPAIRS/MAINTENANCE - BUILDING				
6540-01 · R/M Bldg. - General	965.64	1,500.00	-534.36	64.38%
6540-02 · R/M Bldg. - Terminal	161,319.79	200,000.00	-38,680.21	80.66%
6540-03 · R/M Bldg. - Terminal Concession	5.56	2,000.00	-1,994.44	0.28%
6540-04 · R/M Bldg. - Cold Storage	87.96	1,000.00	-912.04	8.8%
6540-05 · R/M Bldg. - AOB/SHOP	33,788.66	50,000.00	-16,211.34	67.58%
6540-06 · R/M Bldg. - Hangars	0.00	5,000.00	-5,000.00	0.0%
6540-07 · R/M Bldg. - Tower	12,450.07	18,000.00	-5,549.93	69.17%
6540-10 · R/M Bldg. - Ranch	179.99	15,000.00	-14,820.01	1.2%
6540-11 · R/M Bldg. - GA Terminal	943.20			
6540-00 · REPAIRS/MAINTENANCE - BUILDING - Other	0.00	0.00	0.00	0.0%
Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING	209,740.87	292,500.00	-82,759.13	71.71%
6550-00 · REPAIRS/MAINTENANCE - AIRSIDE				
6550-01 · R/M - General	5,936.13	8,000.00	-2,063.87	74.2%
6550-02 · R/M - Airfield/Runway	13,562.55	40,000.00	-26,437.45	33.91%
6550-03 · R/M - Airfield/Runway - Deice	29,919.59	120,000.00	-90,080.41	24.93%
6550-04 · R/M - Lights	10,354.70	25,000.00	-14,645.30	41.42%
Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE	59,772.97	193,000.00	-133,227.03	30.97%
6551-00 · REPAIRS/MAINTENANCE - LANDSIDE				
6551-01 · RM - General	47.76	1,000.00	-952.24	4.78%
6551-02 · R/M - Parking Lot	31,004.96	35,000.00	-3,995.04	88.59%
6551-03 · R/M - Landscaping	2,344.37	10,000.00	-7,655.63	23.44%
6551-04 · R/M - Ranch	40,869.33	100,000.00	-59,130.67	40.87%
Total 6551-00 · REPAIRS/MAINTENANCE - LANDSIDE	74,266.42	146,000.00	-71,733.58	50.87%
6560-00 · SECURITY EXPENSE				
6560-01 · Security - General	5,026.45	10,000.00	-4,973.55	50.27%
6560-02 · Security - Law Enf. Offi. (LEO)	0.00	5,000.00	-5,000.00	0.0%
6560-03 · Security - Subscription Licens.	33,710.72	60,000.00	-26,289.28	56.19%
6560-04 · Security - Perim./Access/CCTV	16,036.80	30,000.00	-13,963.20	53.46%
6560-05 · Security - Administrative	1,701.67	15,000.00	-13,298.33	11.34%
Total 6560-00 · SECURITY EXPENSE	56,475.64	120,000.00	-63,524.36	47.06%
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU				
6570-01 · R/M Aeronautical Equip - NDB/DME	4,540.30	8,500.00	-3,959.70	53.42%
6570-02 · R/M Aeronautical Equip. - Tower	7,814.97	15,000.00	-7,185.03	52.1%
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	7,008.83	8,500.00	-1,491.17	82.46%
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU	19,364.10	32,000.00	-12,635.90	60.51%
Total 6001 · "B" EXPENSES - OPERATIONAL	646,243.28	1,206,500.00	-560,256.72	53.56%
Total 6000 · "B" EXPENDITURES	2,108,085.02	3,046,030.00	-937,944.98	69.21%
7000 · "C" EXPENSES				
7001-00 · CAPITAL EXPENDITURES				
7001-01 · Land	0.00	0.00	0.00	0.0%
7001-02 · Buildings and Improvements	156,081.29	460,000.00	-303,918.71	33.93%

	Oct '25 - Aug 26	Budget	\$ Over Budget	% of Budget
7001-03 · Airfield & General Improvements	203,045.47	200,000.00	3,045.47	101.52%
7001-04 · Office Equipment	0.00	0.00	0.00	0.0%
7001-05 · Maintenance Equipment /Vehicle	57,464.61	210,000.00	-152,535.39	27.36%
7001-06 · Assessments/Plans/Studies	114,687.82	0.00	114,687.82	100.0%
7001-09 · Security Equipment	43,602.00	35,000.00	8,602.00	124.58%
7001-10 · SRE Aquisition Non-AIP	1,639,967.10	900,000.00	739,967.10	182.22%
7001-12 · Network Equipment	5,850.22	30,000.00	-24,149.78	19.5%
7001-99 · CONTINGENCY	0.00	2,000,000.00	-2,000,000.00	0.0%
Total 7001-00 · CAPITAL EXPENDITURES	2,220,698.51	3,835,000.00	-1,614,301.49	57.91%
Total 7500-00 · IDAHO STATE GRANT PROGRAM	48.04	0.00	48.04	100.0%
Total 7561-00 · AIP '61 - Airfield Pavement Etc	4,074.98	0.00	4,074.98	100.0%
Total 7562-00 · AIP '62 Airfield AGIS	2,282.17	0.00	2,282.17	100.0%
Total 7563-00 · AIP '63 Infrastructure&Optim	428,478.91	743,000.00	-314,521.09	57.67%
Total 7564-00 · AIP '64 GA Terminal	1,436,463.77	1,386,125.00	50,338.77	103.63%
Total 7565-00 · AIP '65 - RW TW Maint	876,918.07			
Total 7566-00 · AIP ' 66 - ATCT Planning/Design	199,354.50			
Total 8500-00 · Capital Imp. Program (CIP)	0.00	2,850,000.00	-2,850,000.00	0.0%
Total 8600-00 · CFC	83,376.26			
Total 9002-00 · PFC 25-11-C-00-SUN	0.00	0.00	0.00	0.0%
Total 7000 · "C" EXPENSES	5,251,695.21	8,814,125.00	-3,562,429.79	59.58%
Total 5000 · EXPENDITURES	9,431,105.56	14,299,664.00	-4,868,558.44	65.95%
6666546 · Melio Fees	171.00	0.00	171.00	100.0%
Total Expense	9,431,276.56	14,299,664.00	-4,868,387.44	65.96%
Net Ordinary Income	-1,260,456.00	-1,533,404.00	272,948.00	82.2%
Net Income	-1,260,456.00	-1,533,404.00	272,948.00	82.2%

**Friedman Memorial Airport
August 2026**

Attachment #5

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	3,912	2,600	3,028	2,787	4,547	2,520	2,070	2,379	2,408	2,098	2,454	2,128	2,249	1,842	1,665	2,019	2,172	1,987	2,001	2,250	1,986	1,875	2,455	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	2,362	2,237	1,905	1,990	2,454
March	4,952	5,126	3,086	4,097	3,618	2,918	4,677	3,097	2,145	2,709	1,813	1,921	2,753	1,924	2,023	1,917	1,895	1,860	2,016	1,480	2,512	2,376	1,971	2,031	2,523	2,358
April	2,494	3,649	2,213	2,840	2,462	2,047	2,581	2,113	1,724	1,735	1,604	1,513	1,509	1,210	1,337	1,380	1,426	1,257	1,116	616	1,590	748	1,551	1,211	1,163	1,427
May	3,905	4,184	2,654	3,282	2,729	2,134	1,579	2,293	2,280	1,891	1,533	1,693	1,852	555	668	1,501	1,802	1,442	1,174	1,127	1,894	779	1,437	1,552	1,559	1,683
June	4,787	5,039	4,737	4,438	3,674	3,656	5,181	3,334	2,503	3,019	2,898	2,761	3,203	2,164	2,387	2,475	2,502	2,552	2,292	2,069	2,931	2,580	2,193	2,464	2,486	2,506
July	6,359	8,796	6,117	5,910	5,424	5,931	7,398	4,704	4,551	5,005	5,004	4,810	5,345	4,345	4,159	4,562	4,573	5,033	4,266	3,356	4,005	3,965	3,535	3,374	3,508	4,147
August	6,479	6,917	5,513	5,707	5,722	6,087	8,196	4,570	4,488	4,705	4,326	3,823	4,644	3,114	2,932	3,719	3,873	3,175	3,260	2,859	3,289	3,286	2,659	2,746	2,939	2,744
September	3,871	4,636	4,162	4,124	4,609	3,760	4,311	2,696	3,376	3,128	3,359	2,396	2,403	2,237	2,292	2,379	2,036	2,224	2,235	2,692	2,884	2,408	2,341	2,181	2,429	
October	3,879	3,656	3,426	2,936	3,570	3,339	3,103	2,134	2,145	2,012	1,886	1,658	1,874	1,760	1,789	1,377	1,939	1,670	1,571	2,212	2,128	2,236	1,807	2,003	2,077	
November	3,082	2,698	2,599	2,749	2,260	2,912	2,892	1,670	1,901	1,309	1,114	1,325	1,475	908	1,229	1,314	1,135	1,392	1,328	1,365	1,665	1,370	1,322	1,346	1,548	
December	3,401	2,805	3,247	3,227	2,722	3,834	2,699	1,848	2,272	1,811	2,493	2,066	2,016	1,545	1,482	1,717	2,217	2,033	1,960	2,051	2,018	1,851	2,171	2,087	2,261	
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	19,821



ATCT Operations Change (August 2026 vs. August 2025)			
	2026	2025	% Change
Air Taxi	868	860	0.9%
Air Carrier	604	557	8.4%
General Aviation	1,214	1,487	-18.4%
Military	8	5	0.0%
Civil	50	30	66.7%
Total	2,744	2,939	-6.6%
YTD Total	19,821	18,623	6.4%

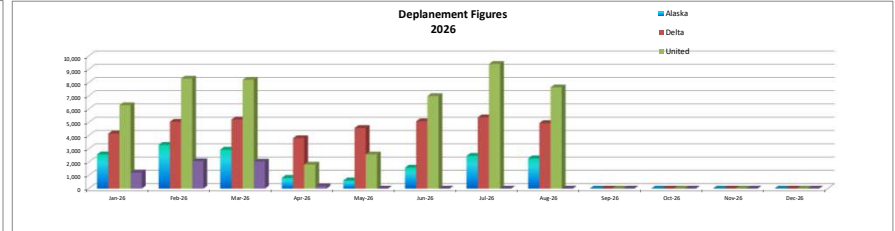
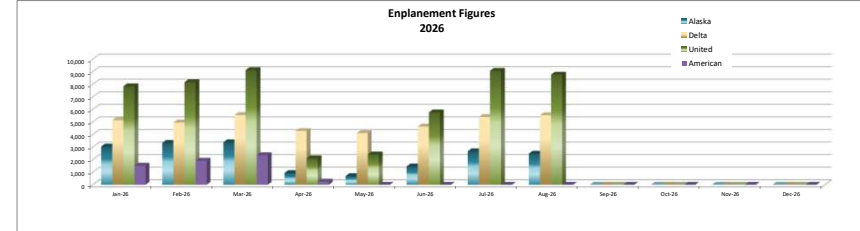
**FRIEDMAN MEMORIAL AIRPORT
August 2026**

Date	Alaska Airlines					Delta Airlines					United Airlines					American Airlines					Total Enp.	Prior Year Total Enp.	Total % Change
	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	Revenue	Non-Revenue	Total	Prior Year Month	Total % Change	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	15,764	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%
Mar-26	3,261	120	3,381	2,703	25.1%	5,346	202	5,548	6,286	-11.7%	8,977	150	9,127	9,370	-2.6%	2322	29	2351	0	NA	20,407	18,359	11.2%
Apr-26	864	67	931	967	-3.7%	4,113	163	4,276	4,471	-4.4%	2,040	64	2,104	1,539	36.7%	231	16	247	0	NA	7,558	6,977	8.3%
May-26	644	43	687	168	308.9%	3,970	142	4,112	4,374	-6.0%	2,352	60	2,412	1,946	23.9%	0	0	0	0	NA	7,211	6,488	11.1%
Jun-26	1,376	82	1,458	1,206	20.9%	4,452	177	4,629	5,031	-8.0%	5,610	151	5,761	4,956	16.2%	0	0	0	0	NA	11,848	11,193	5.9%
Jul-26	2,534	127	2,661	1,936	37.4%	5,247	145	5,392	5,485	-1.7%	8,891	179	9,070	8,223	10.3%	0	0	0	0	NA	17,123	15,644	9.5%
Aug-26	2,381	91	2,472	2,106	17.4%	5,389	146	5,535	5,598	-1.1%	8,637	125	8,762	8,447	3.7%	0	0	0	0	NA	16,769	16,151	3.8%
Totals	17,240	722	17,962	14,526	23.7%	38,378	1,203	39,581	41,071	-3.6%	52,233	1,001	53,234	50,459	5.5%	5,925	105	6,030	0	0.0%	116,807	106,056	10.1%

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%
Mar-26	2,795	145	2,940	2,345	25.4%	5,026	184	5,210	5,845	-10.9%	8,045	163	8,208	8,510	-3.5%	2004	32	2036	0	NA	16,358	16,700	-2.0%
Apr-26	757	54	811	758	100.0%	3,650	151	3,801	3,895	-2.4%	1,742	68	1,810	1,278	41.6%	175	8	183	0	NA	6,605	5,931	11.4%
May-26	570	46	616	149	313.4%	4,430	144	4,574	4,842	-5.5%	2,502	75	2,577	2,214	16.4%	0	0	0	0	NA	7,767	7,205	7.8%
Jun-26	1,498	82	1,580	1,199	31.8%	4,940	142	5,082	5,539	-8.3%	6,833	150	6,983	5,814	20.1%	0	0	0	0	NA	13,645	12,552	8.7%
Jul-26	2,352	118	2,470	1,825	35.3%	5,246	127	5,373	5,593	-3.9%	9,230	172	9,402	8,175	15.0%	0	0	0	0	NA	17,245	15,593	10.6%
Aug-26	2,169	111	2,280	1,926	18.4%	4,785	155	4,940	5,457	-9.5%	7,491	144	7,635	7,709	-1.0%	0	0	0	0	NA	14,855	15,092	-1.6%
Totals	15,842	733	16,575	13,105	26.5%	37,032	1,139	38,171	40,206	-5.1%	50,149	1,053	51,202	48,440	5.7%	5,400	99	5,499	0	0.0%	107,344	101,751	5.5%

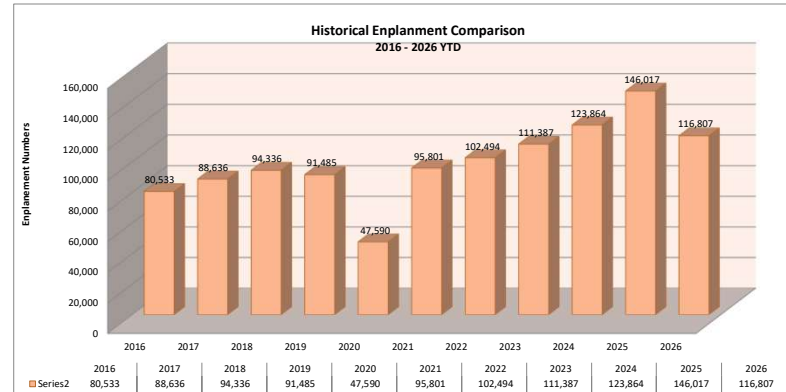
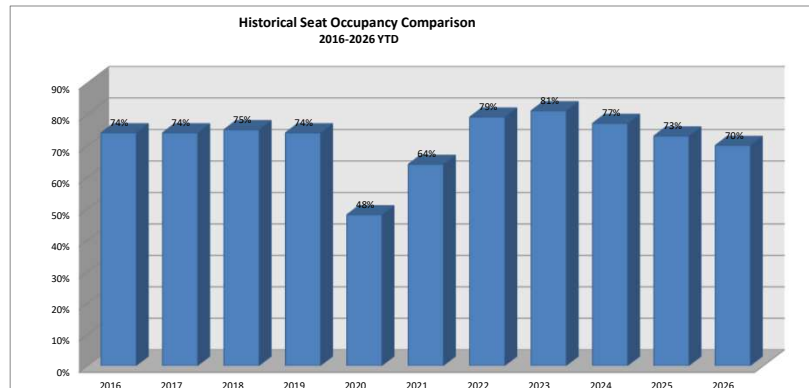
Legend for Chart:



FRIEDMAN MEMORIAL AIRPORT
August 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%	100	7,000	5,139	73%	177	12,390	7,835	63%	46	2,944	1,519	52%	27,350	17,536	64%	20%	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%
Mar-26	71	5,396	3,381	63%	109	7,630	5,548	73%	173	12,110	9,127	75%	59	3,776	2,351	62%	28,912	20,407	71%	27%	11%	-10%
Apr-26	23	1,748	931	53%	89	6,236	4,276	69%	54	3,780	2,104	56%	12	768	247	32%	12,532	7,558	60%	24%	8%	-9%
May-26	17	1,292	687	53%	85	5,950	4,112	69%	52	3,652	2,412	66%	0	0	0	0%	10,894	7,211	66%	7%	11%	2%
Jun-26	27	2,052	1,458	71%	90	6,504	4,629	71%	126	8,820	5,761	65%	0	0	0	0%	17,376	11,848	68%	15%	6%	-6%
Jul-26	50	3,800	2,661	70%	93	6,586	5,392	82%	180	12,676	9,070	72%	0	0	0	0%	23,062	17,123	74%	15%	9%	-4%
Aug-26	44	3,344	2,472	74%	93	6,516	5,535	85%	160	11,200	8,762	78%	0	0	0	0%	21,060	16,769	80%	7%	4%	-2%
Totals	361	27,436	17,962	65%	754	53,072	39,581	75%	1,079	75,618	53,234	70%	167	10,688	6,030	56%	166,814	116,807	70%	18%	10%	-5%
Note: *Preliminary available seat calculations based on scheduled flights. Actual available seat calculations will be updated periodically when official DOT numbers are obtained.																						

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



Eliana Wolper

From: Timothy Burke
Sent: Monday, September 14, 2026 2:20 PM
To: Eliana Wolper
Subject: FW: New Noise Complaint

For public comment in addition to the noise complaints

Tim Burke

Airport Director

Sun Valley / Friedman Memorial Airport (SUN)

1616 Airport Circle

Hailey, ID 83333

tim@iflysun.com

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

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

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From: Timothy Burke <Tim@iflysun.com>
Sent: Monday, September 14, 2026 1:33 PM
To: Grover, Svea <svea.grover@evrealestate.com>
Subject: Re: New Noise Complaint

Hi Svea,

It's not common practice for Airport to maintain air quality sensors around our near airports so unfortunately, I don't have any specific data to point towards. We don't have air quality sensors set up anywhere or the means to scientifically analyze data if we did.

With that said, the airport did conduct a greenhouse gas emissions study in 2023 that analyzed all the sources of emissions from equipment operations, to employee commutes, to aircraft operations.

That can be viewed here

<https://iflysun.com/greenhouse-gas-emissions/>

Hopefully, that helps.

(Sent from my phone. Please excuse typos)

Tim Burke

Airport Director

Sun Valley / Friedman Memorial Airport (SUN)

1616 Airport Circle

Hailey, ID 83333

tim@iflysun.com

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From: Grover, Svea <svea.grover@evrealestate.com>

Sent: Monday, 14 September 2026 13:22:12

To: Timothy Burke <Tim@iflysun.com>

Subject: Re: New Noise Complaint

Thanks for the email Tim,

That all makes sense. We're very close to the north end of the airport so it was a bit jarring to hear - windows and whole house shook as you can imagine. I'd love to know about any air quality testing happening as this is an ongoing concern for many of us close to the airport.

Best,

Svea

On Mon, Sep 14, 2026 at 11:45 AM Timothy Burke <Tim@iflysun.com> wrote:

Dear Ms. Grover,

Thank you for contacting the Friedman Memorial Airport via the online noise comment form on September 14, 2026 at 10:46 am.

The noise you heard today, at 10:37am, was from the departure of two United States military aircraft; specifically, United States Navy F/A-18 Super Hornet fighter jets that departed to the south. The aircraft then turned around south of Bellevue and flew north over the airport prior to departing the area towards the east. As you can likely imagine, the United States military is entitled to use any public-use airport in

the nation. Furthermore, in most circumstances, the military is legally-exempt from noise, speed, and altitude restrictions. These flights were fully compliant with Federal Aviation Administration (FAA) regulations governing these types of operation.

While not common here at SUN, occasionally, the military can and will operate in and out of Friedman Memorial airport as a refueling location, overflight through the valley, and will conduct training operations in the mountainous terrain surrounding the Wood River Valley.

As a matter of record, the Friedman Memorial Airport Authority is an open-access, public-use airport facility that is governed by numerous federal grant assurances. Additionally, in 1990, Congress enacted the Aircraft Noise and Capacity Act (ANCA) that prohibits airports from restricting flights by time-of-day, frequency, aircraft type, or location. Consequently, as a public airport, we cannot discriminate against any aircraft using this facility 24/7. Doing otherwise would be a violation of the Interstate Commerce Clause of the US Constitution, ANCA, and federal grant assurances.

The Federal Aviation Administration has exclusive and preemptive authority over all US national airspace. Pilots have responsibility for flight procedures consistent with FAA regulations and only FAA Air Traffic Controllers have authority to route flights once they are airborne.

Thank you for contacting us,

Tim Burke

Airport Director

Sun Valley / Friedman Memorial Airport (SUN)

[1616 Airport Circle](#)

[Hailey, ID 83333](#)

tim@iflysun.com

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From: Veoci <room@app.veoci.com>
Sent: Monday, September 14, 2026 10:47 AM
To: Timothy Burke <Tim@iflysun.com>
Subject: New Noise Complaint



Friedman Memorial Airport Noise Inquiry Form

Date Received: 9/14/26, 10:46 AM

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

Contact Information:

- **Name:** Svea Grover
- **Phone Number for call back:** On File **Email:** On File
- **Address:** [911 Eastridge Dr, Hailey, Idaho, 83333](#)
- **Do you wish to be contacted by the Airport?** Yes

Noise Incident Information

- **Time of incident:** 9/14/26, 10:40 AM
- **Type of Incident (Overflight, Low Flying, Circling, Hovering, Vibration/Rumbling, Late Night/Early Morning Noise, Frequency of Flights, Unusually Loud, Other):** Vibration/rumbling Sustained Noise Unusually loud
- **Comments:** What the heck was that unbelievable noise? And why were those type of planes here and all from here????

The noise and air pollution from this airport has become nearly unbearable and is greatly reducing our quality of life for us living anywhere near it. I'm very concerned about long term health impacts as well and feel the city has no intention of balancing health/quality of life and airport traffic any longer.

I would like to know what type of air quality monitoring are you doing if any, and what the results are. This is the only available information.

Svea Grover

- **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 patterns, or operations 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 restrict operations of aircraft operators regardless of the time of day, aircraft type, or operation type. Air Traffic Controllers (ATIS) have the authority to direct aircraft into/out of airports, and pilots, alone, are responsible for ensuring that their flight 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 aircraft by time of day, frequency, aircraft type, or location. Since FMAA is an open-access, public-use airport, it cannot restrict 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. The airport management contacts all pilots whose operations violate the voluntary curfew. The airport uses this opportunity to discuss with aircraft operator on these operations' adverse effects on the community.

I have read and understood the above information:

Outcome/Resolution (Airport response)

This email was sent on behalf of SUN - Friedman Memorial Airport by Veoci

Eliana Wolper

From: Timothy Burke
Sent: Wednesday, September 30, 2026 9:14 AM
To: Eliana Wolper
Subject: FW: Aircraft Passenger Drop

For public correspondence

Tim Burke

Airport Director

Sun Valley / Friedman Memorial Airport (SUN)

1616 Airport Circle

Hailey, ID 83333

tim@iflysun.com

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

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From: Timothy Burke
Sent: Wednesday, September 30, 2026 9:14 AM
To: 'Bo Corby' <bocorby@gmail.com>
Cc: Brian Blackburn <brian@iflysun.com>; Jim Laski <jrl@lawsonlaski.com>; Peter Kirsch <pkirsch@kaplankirsch.com>; Oliver Nordlie <oliver@iflysun.com>
Subject: RE: Aircraft Passenger Drop

Hi Mr. Corby,

Thank you for your email. To be completely frank, unfortunately, this isn't the first complaint that we have received regarding Atlantic's "surge pricing" model. It's disappointing, and it puts us, as a public airport, in a tight spot.

In the interest of complete transparency, I want to share that the airport does not have anything to gain from their fees. Our rates and charges (that you likely see via landing fee billing) are transparently posted on our website here: https://iflysun.com/wp-content/uploads/2023/04/RATES_CH.23-v1.0-10.01.2022-approved.pdf

These fees are Board-approved, fair, reasonable, not unjustly discriminatory, and compliant with all FAA Grant Assurances. They do not change based on the time of year, nor do they have unpredictable surge pricing. They, along with all of our fees, exist solely to offset airfield operating costs and the airport's capital improvement plan. They are completely disconnected from FBO fees and vice versa.

Our legal ability to govern private business while navigating the complexity of our grant assurances is a balancing act that it seems no airport with a sole provider has been able to perfect. Some good news that I can share is that a second FBO, Clay Lacy Aviation, is coming to SUN, and we are welcoming the competition in both services and fuel availability with open arms. We recently got through the hurdles of the FAA environmental process and are working out the final terms of a lease agreement. I'm hoping they can start development as early as this spring.

As it sounds like you may already be aware, the airport has implemented a first-of-its-kind program among commercial service airports called the BlueDiamond system. We had to jump through hoops with our federal TSA partners to make it a reality, but it allows small GA operators (12,500 lbs./60 ft. wingspan or less) to utilize transient parking and let themselves through a gate using a Bluetooth-based app on one of our card readers. That is available here: <https://veoci.com/v/p/form/xzy26suq62s5>

This allows transient GA operators, within those size limitations, to circumvent the FBO entirely.

With that said, unfortunately, we are simply unable to accommodate self-parking and drop-and-go operations of larger aircraft due to jet blast and wingtip clearance concerns. The size and weight limitations are directly correlated with the dimensional capabilities of our transient tie-down spots, and this is what the Airport was comfortable allowing. We chose these figures because we, as the airport authority, are unable to marshal and safely park aircraft. While I understand that Citations and even Challengers are far smaller than G650s and Global Expresses, once we accommodate one group that is not tied to an objective dimensional number, we must accommodate all. Having G650s conducting drop-and-go operations without wing walkers on Fourth of July weekend is a risk we cannot assume.

I'm always happy to have a phone call and listen to any concerns. My cell phone is 208-721-3074.

For now, we sincerely hope that the BlueDiamond system helps with your PC-12 operations.

Tim

Tim Burke

Airport Director

Sun Valley / Friedman Memorial Airport (SUN)

1616 Airport Circle

Hailey, ID 83333

tim@iflysun.com

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From: Bo Corby <bocorby@gmail.com>
Sent: Tuesday, September 29, 2026 5:20 PM
To: Timothy Burke <Tim@iflysun.com>
Subject: Aircraft Passenger Drop

Hi Tim:

I'm writing as the Managing Partner of Rhino Air, LLC, a small Part 91 aircraft management company, to ask for your help with a problem I haven't been able to solve on my own.

Several of the families we fly have homes in the Wood River Valley. We bring them to SUN in our Pilatus PC-12 or Citation 560 Encore about every two months. These aren't events or business trips. These are people going home.

Every one of those visits now costs our owners about \$700 in Atlantic ramp fees to drop them off, and another \$700 to pick them up, on top of the landing fee we pay the airport each time. During "Event" pricing, that climbs to \$1,500–\$3,000. We don't buy fuel at SUN, and we don't need a lounge, a GPU, or a car at the airplane. Our passengers are happy to walk through a gate with their bags. Yet \$1,400 or more per round trip has become the single biggest frustration our owners have with flying into the valley they love, and I am the one who has to explain it to them every time.

I've read your transient parking rules, and I want to be upfront: the PC-12 qualifies, but the Citation does not. Its certificated maximum weight is 16,300 lbs, and I understand the rule is written around that number. I also know that in practice we never land at SUN heavier than about 12,000 lbs, and on a drop-off we are on the ground only long enough to open the door and unload. I'm not asking you to ignore your rules. I'm asking whether there is any room within them. That could be a waiver, a quick-turn drop-off allowance, or an airport-managed spot where we could unload and depart without the FBO charge.

I've spent more than 60 years in aviation, including a career as an airline captain, and I have great respect for the people who keep airports like yours running safely. If the answer is no, I'll understand, and I'll thank you for taking the time to consider it. But if there is any way to help us, it would mean a great deal to a handful of families who simply want to come home without feeling penalized for it.

Thank you for your consideration. I'd welcome a phone call if that's easier.

With sincere respect,

Bo Corby
Managing Partner
Rhino Air, LLC
206-769-3398