

**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, November 3, 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
November 3, 2026**

- I. APPROVE AGENDA – ACTION ITEM**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. October 20, 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. Staff Team Report
- V. AIRPORT STAFF BRIEF**
 - A. Noise Complaints in October **Attachment #2**
 - B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data for September **Attachment #3 - #5**
 - C. Review Correspondence **Attachment #6**
- VI. ACTION ITEMS (a vote may occur but is not required to be taken)**
 - A. NEW BUSINESS
 - 1. Business Resulting from October 20, 2026, Executive Session (I.C. §74-206 (1),(b) Evaluation of employee matters) - **ACTION ITEM**
 - B. CONTINUING BUSINESS
 - 1. None
- VII. UPDATES AND DISCUSSION**
 - A. NEW BUSINESS
 - 1. None
 - B. CONTINUING BUSINESS
 - 1. Miscellaneous
 - i. Employee Handbook Revisions – Update
 - ii. Clay Lacy Lease Agreement - Update
 - 2. Construction and Capital Projects
 - i. Air Traffic Control Tower - Update
 - 3. Airport Planning Projects
 - i. None
- VIII. PUBLIC COMMENT**
- IX. 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.

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III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:

October 20, 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. 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 October – **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 are ATCT Traffic Operations Record comparison by month for September.

Attachment #5 are Enplanements, Deplanements and Seat Occupancy data for September.

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

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September 2026

Total Non-Federal Revenue	September, 2026	\$659,460
Total Non-Federal Revenue	September, 2025	\$554,266
Total Non-Federal Revenue	FY '26 thru September	\$8,519,029
Total Non-Federal Revenue	FY '25 thru September	\$7,711,115
Total Non-Federal Expenses	September, 2026	\$528,524
Total Non-Federal Expenses	September, 2025	\$257,876
Total Non-Federal Expenses	FY '26 thru September	\$4,738,179
Total Non-Federal Expenses	FY '25 thru September	\$4,530,113
Net Income excluding Federal Programs	FY '26 thru September	\$3,780,850
Net Income excluding Federal Programs	FY '25 thru September	\$3,181,002
Net Income to include Federal Programs	FY '26 thru September	\$521,007
Net Income to include Federal Programs	FY '25 thru September	\$3,603,929

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

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

A. NEW BUSINESS

1. Business Resulting from October 20, 2026, Executive Session (I.C. §74-206 (1),(b) Evaluation of employee matters) - **ACTION ITEM**

Action Requested: Motion to approve adjustment to compensation for Airport Director.

B. Continuing Business

1. None

VII. **UPDATES AND DISCUSSION**

A. NEW BUSINESS

1. None

B. CONTINUING BUSINESS

1. Miscellaneous
 - i. Employee Handbook Revisions – Update

As staff have briefed the Board at prior meetings, the FMAA Employee Handbook is being updated to incorporate minor administrative changes and provide greater clarity on

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topics such as timekeeping, recognized holidays, paid time off (PTO) accruals, and professional development incentives.

The handbook is currently undergoing final review by Human Resources, after which it will be submitted to legal counsel for a final review. Staff anticipate completing this process and presenting the updated handbook to the Board at its December meeting.

To facilitate the Board's review, staff will provide an executive summary highlighting the proposed changes.

ii. Clay Lacy Lease Agreement – Update

Airport staff, legal counsel, and representatives from Clay Lacy Aviation have finalized lease agreement language for 10.4 acres of aviation development towards the south end of the airport. Staff expect to have final documents prepared for signature, notarization, and recording by the end of the week.

2. Construction and Capital Projects

i. Air Traffic Control Tower – Update

Airport staff have applied to the FAA for FY2027 funding consideration under the Infrastructure Investment and Jobs Act (IIJA) Federal Contract Tower (FCT) competitive grant program. The Notice of Funding Opportunity (NOFO) was due on October 19, 2026 and approximately \$55 million to \$60 million is expected to be available nationwide through this funding opportunity. Staff are in direct communication and are coordinating with our FAA partners at the Helena Airport District Office (ADO) to ensure this project stays on track and on schedule.

Staff also coordinated with Idaho's congressional delegation and received a joint-delegation letter of support for the Airport's application. We sincerely appreciate the delegation's continued advocacy and support for this important infrastructure project.

3. Airport Planning Projects

i. None

VIII. PUBLIC COMMENT

IX. ADJOURNMENT

**MINUTES OF A REGULAR MEETING
OF THE
FRIEDMAN MEMORIAL AIRPORT AUTHORITY
October 20, 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, Dustin Stone, Treasurer – Ron Fairfax

FRIEDMAN MEMORIAL AIRPORT STAFF:

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

CONSULTANTS:

None

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 Board Member Stone.*

**PASSED UNANIMOUSLY
1:57**

II. PUBLIC COMMENT

None.

2:19

III. APPROVE FMAA MEETING MINUTES

- 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**

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

**PASSED UNANIMOUSLY
2:57**

IV. REPORTS

A. Chair Report

No report given.

B. Blaine County Report

No report given.

C. City of Hailey Report

No report given.

D. Airport Team Reports (see Power Point Presentation)

Airport Director Tim Burke reported that September was extremely busy for the airport team. He acknowledged the Deputy Director of Operations for his hard work preparing for many of the events in September. He reported that the Meet the Fleet event was successful and included both air ambulances, Sun Valley Company with a snowcat, and the Idaho Department of Aeronautics.

Parking demand and passenger trends saw several weekends that required overflow parking procedures. Staff has started adding additional parking spots for employees to open spots for the general public. Airport Director Burke reminded the public that Mountain Rides is still running a free airport shuttle between Ketchum, Hailey, and the airport.

Airport Director Burke reported on military aircraft visiting the airport including Navy F-18s and C17 Globemasters.

Airport Director Burke reported that the emergency preparedness exercise was hosted on September 30th. The operations team used this opportunity to recertify as Aircraft Rescue Firefighters. Staff will prepare an after-action report that will identify areas for improvement.

Airport Director Burke reported that the airport was featured in Business View Magazine. The article highlighted recent environmental initiatives, commitment to safety, and improved reliability.

Airport Director Burke provided an update on the PAPA Act, including AOPA's initiative to remove access to aircraft registration data and use of ADS-B data for fee collection.

Airport Director Burke gave the Board an update on a new employee recruitment initiative in which the airport would offer loans for new employees to establish housing for themselves when accepting a new position. These would likely be paid back through payroll deductions. The Board discussed the initiative and potential for tax implications.

39:20

V. AIRPORT STAFF BRIEF

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

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

- C. Review Correspondence (**See Attachment #7**)

VI. ACTION ITEMS

A. NEW BUSINESS

1. None

B. CONTINUING BUSINESS

1. Parking Rates and Charges – Consideration of Approval – ACTION ITEM

Airport Director Burke presented new parking rates to the Board for approval. The goal with the new fees was to set reasonable and fair rates that were consistent across all airport users. New parking rates make the first hour free and adjust the rates for one to three hours and three to 24 hours.

The Board discussed making sure the community is notified of changes to the parking rates.

MOTION: ***Motion to adopt new parking rates effective November 1, 2026 made by Board Member Greenberg. Seconded by Board Member Stone.***

PASSED UNANIMOUSLY
47:40

VII. UPDATES AND DISCUSSION

A. NEW BUSINESS

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

Airport Director Burke reported that airport staff are working to replace grass at the airport with local stone to reduce water usage. This will reduce water consumption by approximately 200,000 to 300,000 gallons per month.

B. CONTINUING BUSINESS

1. Miscellaneous

- i. Staff Retirements & New Teammates – Update

the Airport Director Burke reported that Deano Miller and Teresa McGoffin have retired from Airport.

Airport Director Burke welcomed Danny Robertson and Matthew Swartz who are joining the airport as Ops Specialist and IT Administrator.

2. Construction and Capital Projects

i. Air Traffic Control Tower – 60% Design Threshold – Update **Attachment #20**

Airport Director Burke reported that the 60% design milestone has been met for the Air Traffic Control Tower. Staff applied for funding with congressional delegation support through the IIJA Infrastructure Investment and Jobs Act. Competition for funding through the IIJA will be tough.

The Board discussed the new tower design and the demolition process for the old tower.

ii. Terminal Renovations – Update

Airport Director Burke provided an update on the direction of the proposed terminal renovations. Focus will be on adding an additional security screening checkpoint. Continuity of operations will be maintained through the project.

3. Airport Planning Projects

i. Airport Infrastructure and Optimization Study – Update

Airport Director Burke reported that the final draft of Phase I has been completed and is pending FAA comments and feedback.

1:09:51

VIII. PUBLIC COMMENT

None

1:10:11

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

MOTION: *Made by Board Member Greenberg to enter Executive Session pursuant to I.C. §74-206 (1),(b) Evaluation of employee matters. Seconded by Board Member Stone.*

PASSED UNANIMOUSLY

X. ADJOURNMENT (7:17pm)

October 20, 2026, Regular Meeting of the Friedman Memorial Airport Authority was adjourned at 6:30p.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: 13-Oct-2026 14:10 MDT

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

Contact Information:

- **Name:** Heather Clendenin
- **Phone Number for call back:** On File **Email:** On File
- **Address:** [E Bullion St, Hailey, Idaho, 83333](#)
- **Do you wish to be contacted by the Airport?** No

Noise Incident Information

- **Time of incident:** 2026-Oct-13 13:55
- **Type of Incident (Overflight, Low Flying, Circling, Hovering, Vibration/Rumbling, Late Night/Early Morning, Sustained Noise, Frequency of Flights, Unusually Loud, Other):** Flying over home, Low flying, Vibration/rumbling, Late night/Early Morning, Sustained Noise, Unusually loud
- **Comments:** Each and every day, starting at approximately 7am through various periods during the day, until around 10pm (and often later) our home and family are assaulted by the following:

-the lengthy high-pitch whines of idling jets;

-the roar of jets taking off and landing;

-the ground shaking during both taking off and landing;

-jet exhaust fumes;

-low flying aircraft coming right over the Carbonates directly over our home alarming all of us unnecessarily.

All of the above are UNACCEPTABLE.

Question: Why isn't anything being done about any of these assaults to the quality of life (not to mention health and safety) of Hailey residents?

Answer: Because there is neither ANY leadership nor ANY sense of responsibility to the citizens of Hailey from the Airport Board or from the Hailey administration. This is UNACCEPTABLE.

- **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)

No response requested

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

4:34 PM

10/28/2026

Accrual Basis

Ordinary Income/Expense

Income

4000-00 · AIRCARRIER

4000-01 · Aircarrier - Lease Space	657,124	530,000	127,123.69	123.99%
4000-02 · Aircarrier - Landing Fees	418,076	300,000	118,076.00	139.36%
4000-03 · Aircarrier - Gate Fees	0	0	0.00	0.0%
4000-04 · Aircarrier - Utility Fees	360	360	0.00	100.0%
4010-07 · Aircarrier - '14 PFC App	0	0	0.00	0.0%
4010-08 · Aircarrier - '25 PFC App	251,621	514,000	-262,379.28	48.95%
4010-12 · Aircarrier - '26-12 PFC	269,765			

Total 4000-00 · AIRCARRIER

1,596,946 1,344,360 252,585.66 118.79%

4020-00 · TERMINAL AUTO PARKING REVENUE

4020-01 · Automobile Parking - Terminal	1,197,465	900,000	297,464.92	133.05%
4020-02 · Automobile Parking - Passes	640	600	40.00	106.67%

Total 4020-00 · TERMINAL AUTO PARKING REVENUE

1,198,105 900,600 297,504.92 133.03%

4030-00 · AUTO RENTAL REVENUE

4030-01 · Automobile Rental - Commission	940,741	800,000	140,741.17	117.59%
4030-02 · Automobile Rental - Lease Space	36,167	35,000	1,167.04	103.33%
4030-03 · Automobile Rental - Auto Prkng	81,584	75,000	6,584.36	108.78%
4030-04 · Automobile Rental - Utilities	2,892	2,500	392.12	115.69%
4030-00 · AUTO RENTAL REVENUE - Other	0	0	0.00	0.0%

Total 4030-00 · AUTO RENTAL REVENUE

1,061,385 912,500 148,884.69 116.32%

4040-00 · TERMINAL CONCESSION REVENUE

4040-01 · Terminal Shops - Commission	75,770	47,000	28,769.76	161.21%
4040-03 · Terminal Shops - Utility Fees	2,892	2,500	392.13	115.69%
4040-04 · Pay Phones - Commission	0	0	0.00	0.0%
4040-10 · Advertising - Commission	70,542	60,000	10,542.14	117.57%
4040-11 · Vending Machines - Commission	6,412	6,000	411.70	106.86%
4040-12 · Terminal ATM	600	600	0.00	100.0%

Total 4040-00 · TERMINAL CONCESSION REVENUE

156,216 116,100 40,115.73 134.55%

4050-00 · FBO REVENUE

4050-01 · FBO - Lease Space	204,035	198,000	6,034.96	103.05%
4050-02 · FBO - Overnight Parking Fees	0	0	0.00	0.0%
4050-04 · FBO - Commission	114,391	55,000	59,390.52	207.98%
4050-07 · FBO - Miscellaneous	0	0	0.00	0.0%

Total 4050-00 · FBO REVENUE

318,425 253,000 65,425.48 125.86%

4060-00 · FUEL FLOWAGE REVENUE

4060-01 · Fuel Flowage - FBO	605,746	500,000	105,745.73	121.15%
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Total 4060-00 · FUEL FLOWAGE REVENUE

605,746 500,000 105,745.73 121.15%

4070-00 · TRANSIENT REVENUE

4070-01 · Parking Fees - Non-Comm./Gov't	643,500	410,000	233,500.00	156.95%
4070-02 · Landing Fees - Non-Comm./Gov't	672,689	600,000	72,689.35	112.12%

Total 4070-00 · TRANSIENT REVENUE

1,316,189 1,010,000 306,189.35 130.32%

4080-00 · HANGAR REVENUE

4080-01 · Land Lease - Hangar	795,998	774,000	21,998.48	102.84%
4080-02 · Land Lease - Hangar/Trans. Fee	233,804	50,000	183,803.75	467.61%
4080-03 · Hangar/Utilities (E8,11,24)	643	500	143.34	128.67%
4080-05 · Land Lease - FMA Hangar Rentals	51,298	50,000	1,298.00	102.6%

Total 4080-00 · HANGAR REVENUE

1,081,744 874,500 207,243.57 123.7%

4090-00 · TIEDOWN FEES REVENUE

4090-01 · Tiedown Fees (FMA)	46,331	36,000	10,331.00	128.7%
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	Oct '25 - Sep 26	Budget	\$ Over Budget	% of Budget
Total 4090-00 · TIEDOWN FEES REVENUE	46,331	36,000	10,331.00	128.7%
Total 4100-00 · CARGO CARRIERS REVENUE	0	0	0.00	0.0%
Total 4110-00 · MISCELLANEOUS REVENUE	154,892	2,000	152,891.83	7,744.59%
4120-00 · GROUND TRANSP. PERMIT REVENUE				
4120-01 · Ground Transportation Permit	26,220	24,000	2,220.00	109.25%
4120-02 · GTSP - Trip Fee	6,250	5,000	1,250.00	125.0%
4120-00 · GROUND TRANSP. PERMIT REVENUE - Other	0	0	0.00	0.0%
Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	32,470	29,000	3,470.00	111.97%
4400-00 · TSA/SECURITY				
4400-02 · Terminal Lease	44,227	30,000	14,227.34	147.42%
4400-03 · Security Prox. Cards	59,196	40,000	19,196.00	147.99%
4400-00 · TSA/SECURITY - Other	0	0	0.00	0.0%
Total 4400-00 · TSA/SECURITY	103,423	70,000	33,423.34	147.75%
4450-00 · RANCH REVENUE				
4450-01 · Ranch House Rent	19,200	7,200	12,000.00	266.67%
4450-02 · Ranch Lease	54,000	54,000	0.00	100.0%
Total 4450-00 · RANCH REVENUE	73,200	61,200	12,000.00	119.61%
Total 4500-00 · IDAHO STATE GRANT PROGRAM REV.	0	15,000	-15,000.00	0.0%
4520-00 · INTEREST REVENUE				
4520-01 · Interest Revenue - General	755,369	600,000	155,369.18	125.9%
4520-07 · Interest Revenue - '14 PFC	0	0	0.00	0.0%
4520-11 · Interest Revenue - Leases	0	0	0.00	0.0%
4520-12 · Interest Revenue - CFC	17,914	0	17,913.87	100.0%
4520-13 · Interest Revenue - '25 PFC	293	0	293.08	100.0%
4520-14 · Interest Revenue - PFC '26-12	382			
Total 4520-00 · INTEREST REVENUE	773,958	600,000	173,957.84	128.99%
Total 4761-00 · AIP '61 - Airfield Pavement Etc	3,820	700,000	-696,179.71	0.55%
Total 4762-00 · AIP '62 - Airfield AGIS	8,376	600,000	-591,624.40	1.4%
Total 4763-00 · AIP '63 - Infrastructure/Optimi	383,169	902,000	-518,831.47	42.48%
Total 4764-00 · AIP '64 - GA Terminal	786,451	740,000	46,450.80	106.28%
Total 4765-00 · AIP '65 - RW TW Maint	826,019			
4800-00 · Current Year AIP	0	2,700,000	-2,700,000.00	0.0%
4850-00 · CFC Pass-through Revenue	349,793	400,000	-50,206.56	87.45%
Total Income	10,876,657	12,766,260	-1,889,603.33	85.2%
Gross Profit	10,876,657	12,766,260	-1,889,603.33	85.2%
Expense				
5000 · EXPENDITURES				
5000-00 · "A" EXPENSES				
Total 5010-00 · Salaries - Admin Salaries	641,778	558,819	82,959.18	114.85%
Total 5020-00 · Salaries - Operations Salaries	908,072	1,001,700	-93,627.52	90.65%
Total 5030-00 · Salaries - Seasonal Salaries	59,016	65,000	-5,983.74	90.79%
Total 5040-00 · Salaries - Overtime	25,772	40,000	-14,227.74	64.43%
5050-00 · Salaries - Adjustment/Merit	0	83,276	-83,276.00	0.0%
5060-00 · Salaries - One-time Pay	32,355	41,513	-9,158.28	77.94%
5070-00 · Compensated Absenses Accrued	0	0	0.00	0.0%
5071-00 · Accrued payroll adjustment	27,775			
5100-00 · Retirement	169,098	200,242	-31,143.98	84.45%
5110-00 · Social Security/Medicare	128,202	136,959	-8,757.08	93.61%
5120-00 · Life Insurance	1,131	2,000	-869.35	56.53%
5130-00 · Medical Insurance	307,430	290,000	17,430.16	106.01%
5160-00 · Workman's Compensation	26,099	20,000	6,099.00	130.5%
Total 5000-00 · "A" EXPENSES	2,326,729	2,439,509	-112,780.18	95.38%
6000 · "B" EXPENDITURES				
6000-0 · "B" EXPENSES - ADMINISTRATIVE				

	Oct '25 - Sep 26	Budget	\$ Over Budget	% of Budget
6000-00 · TRAVEL EXPENSE				
6000-01 · Travel	54,405	50,000	4,405.11	108.81%
Total 6000-00 · TRAVEL EXPENSE	54,405	50,000	4,405.11	108.81%
6010-00 · SUPPLIES/EQUIPMENT EXPENSE				
6010-01 · Supplies/Equipment - Office	8,211	8,200	11.14	100.14%
6010-02 · Supplies/Equipment - Parking	60	700	-640.00	8.57%
6010-03 · Supplies/Equipment - Computer	33,821	30,000	3,820.61	112.74%
Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE	42,092	38,900	3,191.75	108.21%
6020-00 · INSURANCE				
6020-01 · Insurance	134,193	133,000	1,192.50	100.9%
Total 6020-00 · INSURANCE	134,193	133,000	1,192.50	100.9%
6030-00 · UTILITIES				
6030-01 · Utilities - Gas/Terminal	5,464	12,000	-6,536.44	45.53%
6030-02 · Utilities - Gas/AOB & Cold Stor	4,359	8,000	-3,641.00	54.49%
6030-03 · Utilities - Elect./Runway&PAPI	5,531	6,000	-468.81	92.19%
6030-04 · Utilities - Elec./AOB & Cold St	9,879	10,000	-121.10	98.79%
6030-05 · Utilities - Electric/Terminal	57,180	62,000	-4,819.95	92.23%
6030-06 · Utilities - Telephone	19,996	23,000	-3,003.87	86.94%
6030-07 · Utilities - Water	22,530	18,000	4,530.28	125.17%
6030-08 · Utilities - Garbage Removal	46,717	24,000	22,717.07	194.65%
6030-09 · Utilities - Sewer	15,056	10,000	5,056.04	150.56%
6030-11 · Utilities - Electric/Tower	6,037	7,000	-963.15	86.24%
6030-12 · Utilities - Elec./Brdfld.Hghl	559	600	-41.03	93.16%
6030-13 · Utilities - Elec. Exit Booth	752	1,500	-747.78	50.15%
6030-15 · Utilities - Elec/AWOS	3,453	3,500	-46.94	98.66%
6030-16 · Utilities - Elec. Wind Cone	325	330	-5.11	98.45%
6030-17 · Utilities - Elec./Gas- Hangar	4,823	6,000	-1,177.43	80.38%
6030-18 · Utilities - Lubricant Wst. Dspl	51			
6030-20 · Utilities - Ranch	48,721	80,000	-31,279.42	60.9%
6030-21 · Utilities - Electri/GA Terminal	104			
Total 6030-00 · UTILITIES	251,537	271,930	-20,393.41	92.5%
6040-00 · SERVICE PROVIDER				
6040-01 · Service Provider - General	1	0	1.00	100.0%
6040-02 · Service Provider - Term. Serv.	22,499	8,000	14,498.81	281.24%
6040-03 · Service Provider - AOB Services	75,386	75,000	386.06	100.52%
6040-04 · Service Provider-Ops./Airfield	7,336	18,000	-10,664.00	40.76%
6040-13 · Service Provider-Parking Lot	80,196	85,000	-4,803.68	94.35%
Total 6040-00 · SERVICE PROVIDER	185,418	186,000	-581.81	99.69%
6050-00 · PROFESSIONAL SERVICES				
6050-01 · Professional Services - Legal	60,553	250,000	-189,447.12	24.22%
6050-02 · Professional Serv. - Audit/Fina	123,839	140,000	-16,161.21	88.46%
6050-03 · Professional Services - Enginee	57,989	75,000	-17,011.25	77.32%
6050-04 · Professional Services - HR	13,348	16,000	-2,652.50	83.42%
6050-05 · Professional Services - Gen.	19,816	20,000	-183.97	99.08%
6050-10 · Prof. Svcs.-IT/Comp. Support	175,255	170,000	5,254.50	103.09%
6050-12 · Prof. Serv.- Planning Air Serv.	0	2,000	-2,000.00	0.0%
6050-13 · Prof. Serv.-Website Hosting	480	1,200	-720.00	40.0%
6050-15 · Prof. Serv.-Web Maint-Outreach	1,264	30,000	-28,736.27	4.21%
6050-17 · Prof. Serv. - Airspace Consult.	28,476	40,000	-11,523.70	71.19%
6050-19 · Prof. Serv.-ATCT Relocation	2,310	25,000	-22,690.00	9.24%
6050-21 · Professional Services - Other	38,364	45,000	-6,636.45	85.25%
Total 6050-00 · PROFESSIONAL SERVICES	521,692	814,200	-292,507.97	64.07%
6060-00 · MAINTENANCE-OFFICE EQUIPMENT				
6060-01 · Maint.-Office Equip./Gen.	520			

	Oct '25 - Sep 26	Budget	\$ Over Budget	% of Budget
6060-04 · Maintenance - Copier	2,299	2,000	299.28	114.96%
6060-05 · Maintenance - Phone	14	1,000	-986.05	1.4%
Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT	2,833	3,000	-167.12	94.43%
6070-00 · RENT/LEASE OFFICE EQUIPMENT				
6070-02 · Rent/Lease - Postage Meter	1,321	1,500	-179.16	88.06%
Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT	1,321	1,500	-179.16	88.06%
6080-00 · DUES/MEMBERSHIPS				
6080-01 · Dues/Memberships	11,177	20,000	-8,823.25	55.88%
6080-07 · Cove Canal Assoc Dues - Ranch	0	3,200	-3,200.00	0.0%
Total 6080-00 · DUES/MEMBERSHIPS	11,177	23,200	-12,023.25	48.18%
6090-00 · POSTAGE				
6090-01 · Postage/Courier Service	1,545	1,200	344.68	128.72%
Total 6090-00 · POSTAGE	1,545	1,200	344.68	128.72%
6100-00 · EDUCATION/TRAINING				
6100-01 · Education/Training - Admin.	7,826	10,000	-2,173.58	78.26%
6100-02 · Education/Training - OPS	7,333	32,000	-24,667.15	22.92%
6100-03 · Education/Training - ARFF	18,560	16,000	2,560.29	116.0%
6100-04 · Ed/Train. - ARFF Trienn. Drill	7,616			
6100-06 · Education - Security	0	3,000	-3,000.00	0.0%
Total 6100-00 · EDUCATION/TRAINING	41,336	61,000	-19,663.97	67.76%
6101-00 · PUBLIC OUTREACH/ADS/COMMUNICATI				
6101-01 · Advertising/Social Media/Sponso	24,578	30,000	-5,422.45	81.93%
6101-03 · Public Outr/Comm - SAAC	16,430	15,000	1,429.72	109.53%
6101-04 · Public Outr/Comm - Promotional	2,394			
6101-00 · PUBLIC OUTREACH/ADS/COMMUNICATI - Other	0	0	0.00	0.0%
Total 6101-00 · PUBLIC OUTREACH/ADS/COMMUNICATI	43,401	45,000	-1,598.73	96.45%
6110-00 · CONTRACTS				
6110-02 · Contracts - FMAA	112,100	84,000	28,100.00	133.45%
6110-16 · Contracts - Prkg Mngt Fee/Ops	19,575	15,000	4,574.72	130.5%
6110-17 · Contracts - Landing Fee Equip.	2,833	18,000	-15,167.50	15.74%
6110-18 · Contracts - Vector Landing Comm	151,285	78,000	73,284.62	193.96%
Total 6110-00 · CONTRACTS	285,792	195,000	90,791.84	146.56%
6130-00 · MISCELLANEOUS EXPENSES				
6130-01 · Misc. - General	35,195	15,000	20,194.96	234.63%
6140-00 · Bank Fees	331	0	331.16	100.0%
6140-01 · Merchant Fees	734	600	133.76	122.29%
6150-03 · Interest expense - leases	0	0	0.00	0.0%
Total 6130-00 · MISCELLANEOUS EXPENSES	36,260	15,600	20,659.88	232.44%
Total 6000-0 · "B" EXPENSES - ADMINISTRATIVE	1,613,000	1,839,530	-226,529.66	87.69%
6001 · "B" EXPENSES - OPERATIONAL				
6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS				
6500-01 · Supplies/Equipment - General	3,024	10,000	-6,976.01	30.24%
6500-02 · Supplies/Equipment - Tools	12,880	20,000	-7,120.49	64.4%
6500-03 · Supplies/Equipment-ClothingOps	8,941	4,000	4,941.06	223.53%
6500-04 · Supplies/Equipment - Janitorial	42,902	45,000	-2,097.73	95.34%
6500-07 · Supplies/Equipment-ClothingPark	1,792	2,000	-207.83	89.61%
Total 6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS	69,539	81,000	-11,461.00	85.85%
6505-00 · EQUIP/VEHICLE - LEASE/RENTAL				
6505-01 · Eq./Vehi Lease/Rental - General	134,796	100,000	34,795.79	134.8%
Total 6505-00 · EQUIP/VEHICLE - LEASE/RENTAL	134,796	100,000	34,795.79	134.8%
6510-00 · FUEL/LUBRICANTS				
6510-01 · General	761	0	761.00	100.0%
6510-02 · Fuel	45,218	55,000	-9,781.67	82.22%
6510-03 · Lubricants	269	7,000	-6,731.07	3.84%

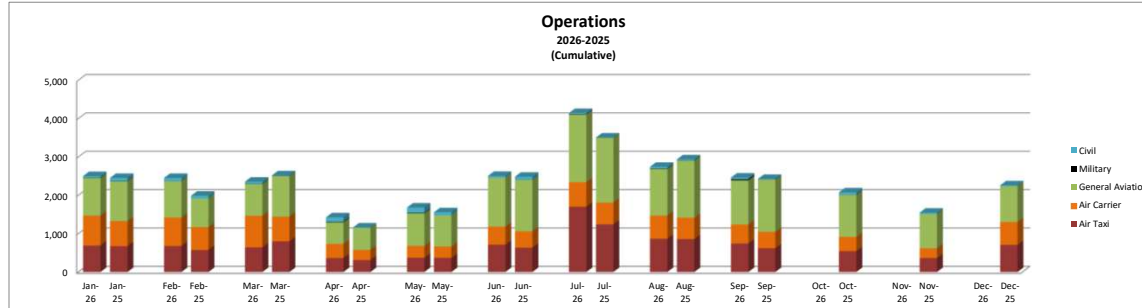
	Oct '25 - Sep 26	Budget	\$ Over Budget	% of Budget
Total 6510-00 · FUEL/LUBRICANTS	46,248	62,000	-15,751.74	74.59%
Total 6520-00 · VEHICLES/MAINTENANCE	53,891	150,000	-96,108.88	35.93%
6530-00 · ARFF MAINTENANCE				
6530-01 · ARFF Maint. Gen/Supplies	9,860	15,000	-5,140.20	65.73%
6530-04 · ARFF Maint. - Radios	1,407	10,000	-8,592.80	14.07%
6530-06 · ARFF Maint. - '20 Oshkosh Strik	0	2,500	-2,500.00	0.0%
6530-08 · ARFF Maint. - '24 Oshkosh Strik	1,820	2,500	-679.73	72.81%
Total 6530-00 · ARFF MAINTENANCE	13,087	30,000	-16,912.73	43.62%
6540-00 · REPAIRS/MAINTENANCE - BUILDING				
6540-01 · R/M Bldg. - General	966	1,500	-534.36	64.38%
6540-02 · R/M Bldg. - Terminal	175,904	200,000	-24,095.97	87.95%
6540-03 · R/M Bldg. - Terminal Concession	6	2,000	-1,994.44	0.28%
6540-04 · R/M Bldg. - Cold Storage	88	1,000	-912.04	8.8%
6540-05 · R/M Bldg. - AOB/SHOP	36,169	50,000	-13,830.77	72.34%
6540-06 · R/M Bldg. - Hangars	0	5,000	-5,000.00	0.0%
6540-07 · R/M Bldg. - Tower	12,850	18,000	-5,149.93	71.39%
6540-10 · R/M Bldg. - Ranch	180	15,000	-14,820.01	1.2%
6540-11 · R/M Bldg. - GA Terminal	1,423			
6540-00 · REPAIRS/MAINTENANCE - BUILDING - Other	0	0	0.00	0.0%
Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING	227,586	292,500	-64,914.32	77.81%
6550-00 · REPAIRS/MAINTENANCE - AIRSIDE				
6550-01 · R/M - General	6,692	8,000	-1,308.13	83.65%
6550-02 · R/M - Airfield/Runway	16,342	40,000	-23,657.57	40.86%
6550-03 · R/M - Airfield/Runway - Deice	29,920	120,000	-90,080.41	24.93%
6550-04 · R/M - Lights	4,173	25,000	-20,826.80	16.69%
Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE	57,127	193,000	-135,872.91	29.6%
6551-00 · REPAIRS/MAINTENANCE - LANDSIDE				
6551-01 · RM - General	48	1,000	-952.24	4.78%
6551-02 · R/M - Parking Lot	34,942	35,000	-57.92	99.84%
6551-03 · R/M - Landscaping	3,303	10,000	-6,696.52	33.04%
6551-04 · R/M - Ranch	91,744	100,000	-8,255.69	91.74%
Total 6551-00 · REPAIRS/MAINTENANCE - LANDSIDE	130,038	146,000	-15,962.37	89.07%
6560-00 · SECURITY EXPENSE				
6560-01 · Security - General	8,583	10,000	-1,416.92	85.83%
6560-02 · Security - Law Enf. Offi. (LEO)	276	5,000	-4,723.60	5.53%
6560-03 · Security - Subscription Licen.	36,063	60,000	-23,936.84	60.11%
6560-04 · Security - Perim./Access/CCTV	16,037	30,000	-13,963.20	53.46%
6560-05 · Security - Administrative	1,763	15,000	-13,237.29	11.75%
Total 6560-00 · SECURITY EXPENSE	62,722	120,000	-57,277.85	52.27%
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU				
6570-01 · R/M Aeronautical Equip - NDB/DME	6,038	8,500	-2,461.60	71.04%
6570-02 · R/M Aeronautical Equip. - Tower	8,912	15,000	-6,088.48	59.41%
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	9,202	8,500	701.93	108.26%
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU	24,152	32,000	-7,848.15	75.48%
6001 · "B" EXPENSES - OPERATIONAL - Other	0			
Total 6001 · "B" EXPENSES - OPERATIONAL	819,186	1,206,500	-387,314.16	67.9%
Total 6000 · "B" EXPENDITURES	2,432,186	3,046,030	-613,843.82	79.85%
7000 · "C" EXPENSES				
7001-00 · CAPITAL EXPENDITURES				
7001-01 · Land	0	0	0.00	0.0%
7001-02 · Buildings and Improvements	156,081	460,000	-303,918.71	33.93%
7001-03 · Airfield & General Improvements	203,045	200,000	3,045.47	101.52%
7001-04 · Office Equipment	0	0	0.00	0.0%
7001-05 · Maintenance Equipment /Vehicle	57,465	210,000	-152,535.39	27.36%

	Oct '25 - Sep 26	Budget	\$ Over Budget	% of Budget
7001-06 · Assessments/Plans/Studies	148,511	0	148,511.01	100.0%
7001-09 · Security Equipment	43,602	35,000	8,602.00	124.58%
7001-10 · SRE Aquisition Non-AIP	1,641,229	900,000	741,228.85	182.36%
7001-12 · Network Equipment	5,850	30,000	-24,149.78	19.5%
7001-99 · CONTINGENCY	0	2,000,000	-2,000,000.00	0.0%
Total 7001-00 · CAPITAL EXPENDITURES	2,255,783	3,835,000	-1,579,216.55	58.82%
Total 7500-00 · IDAHO STATE GRANT PROGRAM	48	0	48.04	100.0%
Total 7561-00 · AIP '61 - Airfield Pavement Etc	4,075	0	4,074.98	100.0%
Total 7562-00 · AIP '62 Airfield AGIS	2,282	0	2,282.17	100.0%
Total 7563-00 · AIP '63 Infrastructure&Optim	478,822	743,000	-264,178.08	64.44%
Total 7564-00 · AIP '64 GA Terminal	1,443,510	1,386,125	57,385.15	104.14%
Total 7565-00 · AIP '65 - RW TW Maint	876,918			
Total 7566-00 · AIP '66 - ATCT Planning/Design	450,838			
Total 8500-00 · Capital Imp. Program (CIP)	0	2,850,000	-2,850,000.00	0.0%
8600-00 · CFC				
8600-01 · 2026 RAC Consulting Services	79,039			
8600-02 · RAC Parking Improvement	5,237			
Total 8600-00 · CFC	84,276			
Total 9002-00 · PFC 25-11-C-00-SUN	0	0	0.00	0.0%
Total 7000 · "C" EXPENSES	5,596,553	8,814,125	-3,217,571.81	63.5%
Total 5000 · EXPENDITURES	10,355,468	14,299,664	-3,944,195.81	72.42%
6666546 · Melio Fees	181	0	181.00	100.0%
Total Expense	10,355,649	14,299,664	-3,944,014.81	72.42%
Net Ordinary Income	521,007	-1,533,404	2,054,411.48	-33.98%
Net Income	521,007	-1,533,404	2,054,411.48	-33.98%

**Friedman Memorial Airport
September 2026**

Attachment #4

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	2,464
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	22,285



ATCT Operations Change (September 2026 vs. September 2025)			
	2026	2025	% Change
Air Taxi	744	621	19.8%
Air Carrier	494	427	15.7%
General Aviation	1,155	1,359	-15.0%
Military	25	4	0.0%
Civil	46	18	155.6%
Total	2,464	2,429	1.4%
YTD Total	22,285	21,052	5.9%

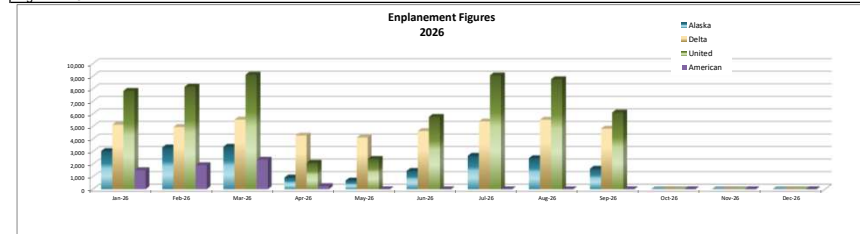
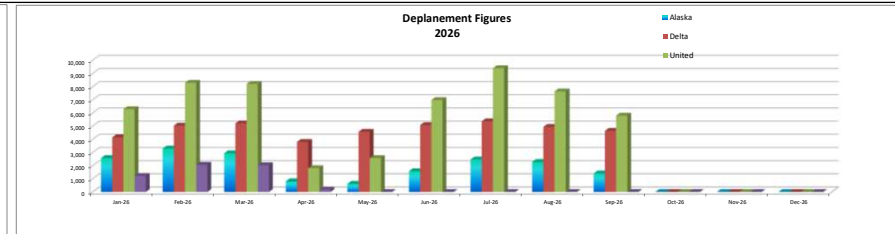
FRIEDMAN MEMORIAL AIRPORT
September 2026

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%
Sep-26	1,556	76	1,632	1,628	0.2%	4,700	125	4,825	5,117	-5.7%	5,943	171	6,114	5,130	19.2%	0	0	0	0	NA	12,571	11,875	5.9%
Totals	18,796	798	19,594	16,154	21.3%	43,078	1,328	44,406	46,188	-3.9%	58,176	1,172	59,348	55,589	6.8%	5,925	105	6,030	0	0.0%	129,378	117,931	9.7%

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%
Sep-26	1,348	61	1,409	1,304	8.1%	4,512	134	4,646	4,683	-0.8%	5,633	166	5,799	4,341	33.6%	0	0	0	0	NA	11,854	10,328	14.8%
Totals	17,190	794	17,984	14,409	24.8%	41,544	1,273	42,817	44,889	-4.6%	55,782	1,219	57,001	52,781	8.0%	5,400	99	5,499	0	0.0%	119,198	112,079	6.4%

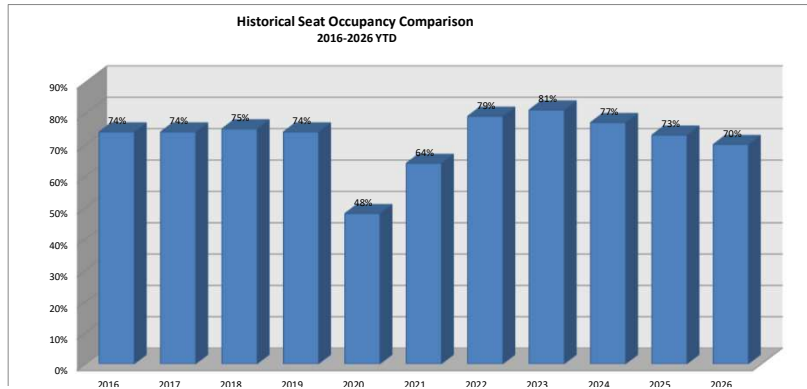
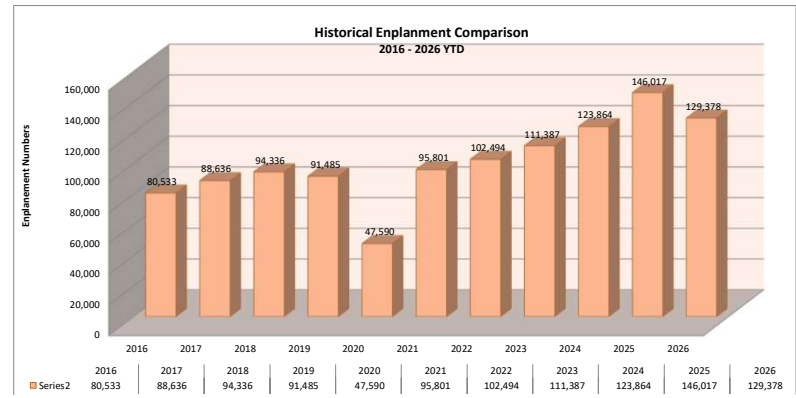
Legend for Chart:



FRIEDMAN MEMORIAL AIRPORT
September 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%
Sep-26	30	2,280	1,632	72%	90	6,318	4,825	76%	127	8,896	6,114	69%	0	0	0	0%	17,494	12,571	72%	16%	6%	-7%
Totals	391	29,716	19,594	66%	844	59,390	44,406	75%	1,206	84,514	59,348	70%	167	10,688	6,030	56%	184,308	129,378	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.



From: [Timothy Burke](#)
To: [Eliana Wolper](#)
Subject: FW: Unfortunate experience at passenger drop off today
Date: Wednesday, October 21, 2026 11:41:06 AM
Attachments: [image001.png](#)

Disregard the last – This is update correspondence for next board packet

Tim Burke

Airport Director

Sun Valley / Friedman Memorial Airport (SUN)

1616 Airport Circle

Hailey, ID 83333

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From: Kristian Hansen <k3phansen@gmail.com>
Sent: Tuesday, October 20, 2026 5:40 PM
To: Timothy Burke <Tim@iflysun.com>
Cc: Oliver Nordlie <oliver@iflysun.com>; Greg Beaver (SUN) <greg@iflysun.com>; Nick Carnes <nick@iflysun.com>
Subject: Re: Unfortunate experience at passenger drop off today

Thank you for this considered response, Tim. It means a lot that you gave this level of attention and to the matter, and information to me. Thanks for helping me get a better understanding of the situation as it unfolded. Knowing that a decent attempt was made to track me down, and realizing how our atypical convoy would have appeared, makes me feel a lot better about all this. Thinking back, our whole party moved quickly to the rear of my wife's car, making the connection less than obvious. And clearly we had our attention divided between farewells and toddlers. So while I felt like I was directly attending the vehicle, and would have perhaps expected a shouted check-in to those

nearby, I can imagine from that same devil's advocate point of view how this may have unfolded for the attendant in that situation. I will send my apologies to him for the comments afterward. The surprise of not having been tracked down amplified things for me, but it truly was that sticker material itself that made the whole thing smart so much, so I do also very much appreciate you taking that into consideration. There has to be a better way to give a hard notification, at least in those first few minutes of semi(?) attended parking. We'll be back to the airport for more soon, likely one car at a time, and will trust you with the delicate and difficult job of balancing the federal aviation regulatory environment with the needs and whims of the valley's people!

Best,
Kristian

On Tue, Oct 20, 2026 at 4:47 PM Timothy Burke <Tim@iflysun.com> wrote:

Thanks for understanding, Kristian.

If you're up for an exciting reading session, the DHS regulations that govern *all commercial airports*, ranging in size from Friedman Memorial Airport to the world's busiest, Atlanta Hartsfield International, are provided in 49 CFR Part 1542. Unfortunately, and sometimes I wish it weren't the case, the federal government does not account for nuance or the community that an airport resides in. Generally speaking, it's one size fits all for federal regulations.

Within those DHS regulations exist the requirement for all commercial airports to establish a TSA-approved Airport Security Plan and a set of ever evolving Security Directives, or SDs for short. Both documents, according to the federal government, are deemed SSI (Sensitive Security Information), and we're not allowed to publicly share the contents, nor are they eligible for public disclosure, so I cannot divulge specifics.

I can share that our regulatory documents, which we are audited on, outright prohibit unattended vehicles on the curbside.

The same set of federal regulations outlines the civil penalty process for airports found in violation, and those fines range from \$10,000 up to \$1.2 million and are levied directly against the airport.

The reason I share that information is to simply give some perspective about why our small "community airport" must take the federal regulations seriously. And trust me, sometimes I wish we were given leniency, given the nature of our community and the location of our small airport.

Either way, I did have the opportunity to review the footage, and it does appear to be an unfortunate and unlucky situation.

I can confirm that our staff *are* trained to make a good faith effort in seeking out a vehicle's operator prior to resorting to a violation. On the video, around 10:50 a.m., I observed your white Tacoma with a Go-Fast camper park just south of the ticketing counter entryway

door. Behind your Tacoma appeared to be an acquaintances, or perhaps a family member's, vehicle. It appeared to be a Subaru.

I observed you leave your vehicle and proceed south towards the Subaru. Approximately 3 minutes went by before one of our staff members walked over to your vehicle, circled the vehicle twice on foot, spoke with unrelated individuals on the curb to check if it was theirs, and then went inside the terminal building to look for the operator at the ticket counters. He was unaware that you were with a different vehicle behind yours and, therefore, did not check with your group that was towards the back of the Subaru.

At the risk of sounding like I'm playing devil's advocate, typically, I too would not assume a driver of one vehicle would be located with a *different* vehicle. We do not typically see multiple vehicles from the same party arrive together. I too, in that situation, may not have checked with other parties, associated with different vehicles, on the curbside.

We are committed to doing our best to offer a great experience for our airport users, but sometimes we find ourselves between a rock and a hard place in enforcing federal regulations. It's not a perfect system.

Given your feedback, we'll continue to look for methods to enforce these rules that are different from the violation stickers. Being our own quasi government agency with shared ownership between Blaine County and the City of Hailey, we are unable to issue paper citations on behalf of either jurisdiction. We'll continue to explore alternatives as we navigate the federal requirements for running an airport.

Thanks again for reaching out,

Tim Burke

Airport Director

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From: Kristian Hansen <k3phansen@gmail.com>

Sent: Tuesday, October 20, 2026 4:15 PM

To: Timothy Burke <Tim@iflysun.com>

Cc: Oliver Nordlie <oliver@iflysun.com>; Greg Beaver (SUN) <greg@iflysun.com>; Nick Carnes <nick@iflysun.com>

Subject: Re: Unfortunate experience at passenger drop off today

Hi Tim, I really appreciate your response and I'm sure that you are making a strong effort to balance federal regulations with the local feel of a great small airport - and I don't doubt that's a hard task! I don't know how specific those regulations are about enforcement protocol, but based solely on my experience, I would be curious what is possible for (1) training attendants to attempt to identify and engage drivers before stickering vehicles, and (2) the actual notification/citation products used.

I was driving a white Toyota Tacoma, and my wife was behind me in a dark grey Subaru Ascent. Most of the time we were saying our goodbyes and wrangling babies and toddlers closer to the Subaru, which is likely why the attendant seems to have assumed that I wasn't around, although I remained nearby the entire time. This occurred today around 11am.

Best,
Kristian

On Tue, Oct 20, 2026 at 2:35 PM Timothy Burke <Tim@iflysun.com> wrote:

Hello Kristian,

Thank you for taking the time to email us. Truly, I certainly appreciate feedback like this and we are always exploring, within the framework of federal regulations that dictate how we must operate, ways that we can improve the customer experience

In the theme of being completely transparent, the vehicle parking restrictions on the curb aren't as much a function of managing congestion during busy parts of the day versus slower times of the day; or the fact we're a small airport versus a massive airport like Chicago. Rather, Department of Homeland Security and TSA regulations require *all commercial airports* to enforce unattended vehicle regulations. The only exemptions to this are law enforcement vehicles, fire apparatus, ambulances, and

airport operations vehicles only when there is an emergency that requires them to park on the curb. Unfortunately, the federal security regulations do not even give us any leeway to allow for temporary parking for employees. To be quite honest, I do not necessarily agree with all the restrictions and sometimes, they can put us in a difficult spot when it comes to accommodating individuals with ADA needs. Unfortunately, the DHS/TSA audits us on this and occasionally even conducts sting operations to gauge response times. Non-compliance with the federal security regulations can result in formal federal investigations and civil penalties into the tens-of-thousands of dollars range.

Either way, we take these seriously and want to get a better understanding of what occurred and I'd like to investigate this matter further via our security camera system. Can you please provide me the manufacture/make/color of your vehicle and what time this occurred so we can review footage?

Thank you,

Tim Burke

Airport Director

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From: Kristian Hansen <k3phansen@gmail.com>

Sent: Tuesday, October 20, 2026 12:58 PM

To: Timothy Burke <Tim@iflysun.com>; Oliver Nordlie <oliver@iflysun.com>; Greg Beaver (SUN) <greg@iflysun.com>

Subject: Unfortunate experience at passenger drop off today

Hi there,

I just wanted to reach out about a bad experience I had at the airport drop-off this morning. As a long-time Valley resident I've only had great experiences at the airport and always speak highly of it but this morning has left a nasty taste in my mouth. The experience felt cheap and tacky. It felt sneaky, useless and vindictive, like my vehicle had been vandalized. Not the type of experiences and adjectives I usually associate with Friedman.

While I was standing quite near to my truck in the drop-off area, an attendant placed a no parking sticker onto the window. From my perspective, it happened rapidly and without warning. I was never inside the terminal. I was actively engaged in dropping off our passengers. I believe this happened during a moment when I was standing at my wife's car, parked directly behind mine, strapping our infant son into his car seat - that was the only moment during our short drop-off when I wasn't clearly visible next to my truck.

The enforcement action I experienced today created a problem for me without solving any problems for the airport. It won't change my behavior moving forward because I don't think I was doing anything wrong. It didn't cause my vehicle to clear the area any faster because the attendant never approached, identified me, or asked me to move. I simply discovered the sticker when I was getting ready to leave anyway.

I'm sure that there have been operational challenges with people taking advantage of the airport's relaxed pace and lack of crowding by leaving their vehicles in the drop-off area for a long periods. I understand that, to avoid access issues for other travelers and ensure safety, the airport needs to ensure people do not leave their vehicles unattended or park for long periods in the drop-off area. As I was standing within 10 feet of my vehicle, I don't think it was unattended. The attendant told me it was a "no-parking" area (AFTER quietly sticking my car), but surely everyone who stops to drop off passengers puts their vehicle into park, and most turn off the engine and get out of the driver's seat momentarily. I've always understood this to be the generally accepted practice, even at much busier airports. It seems to me it's more a question of the driver remaining nearby the vehicle, and leaving quickly after unloading their passengers. When an attendant moves as quickly and silently to slap a sticker on as happened this morning, they could not have accurately verified whether a driver was nearby. I can say for sure that the parking lot attendant who placed the sticker on my vehicle did not make any meaningful attempt to identify if the driver was nearby, since I was right there the whole time.

I have flown out of plenty of larger airports that have high-volume congestion challenges with their drop-off areas, as I'm sure you have as well. In those areas there are certainly attendants and they certainly make it clear that you need to stay near your vehicle and be ready to move on in an expedient manner. However they do this by attempting to identify the driver of the vehicle and work with them to quickly relieve the congestion. I'm sure they are quick to tow when a truly unattended vehicle is creating congestion, and I'm doubtful that in that situation there is much time or use to peeling and sticking crappy neon stickers on the car before simply dealing with the problem by removing the vehicle.

I would also point out that there simply isn't much congestion at Friedman; it's the type of airport where it's actually reasonable to show up with two vehicles to drop off the grandparents just so they can see the babies one more time. While this may create its own challenges with passenger behavior, it is part of the appeal and what makes our experience in this valley so great. I frequently boast of the Friedman experience to friends that live in more crowded places. When we rush to level up enforcement, we undermine some of the great quality of life available to us as people who choose to live in a less densely populated area.

The other bad taste was left by the choice of sticker product itself. As you are probably aware, this style of neon violation stickers are engineered to be a deterrent in that they are difficult to remove without leaving a big mess and/or damaging your vehicle. I generally associate them with abandoned vehicles on the side of the interstate. Cleaning was difficult even with the right solvents and tools, which I luckily had on hand. Dealing with this nuisance felt the same as if a teenager had left a graffiti tag on my vehicle with a paint marker: needless, sneaky, anti-social behavior that only creates a hard-to-fix mess. Removing it unavoidably shredded the sticker into many tiny granules. I picked up everything I could but I also saw tiny particles

working into the soil in my yard. I can guarantee some of these sticker materials will end up in the natural environment of our valley. I would strongly encourage the airport to rethink its notice product, possibly using vinyl stickers or a good old notice tucked under the windshield wiper.

In all honesty I would probably rather have had a reasonably priced ticket to have to pay than have the chore of removing the sticker (and writing a cranky email) before starting my workday. Not only for relative convenience, but for the humanity - when you're issued a ticket you're generally given an opportunity to challenge it - and I certainly would in this case, as the vehicle was not unattended. Once someone slaps a sticker on your vehicle, you have no recourse but to simply deal with the nasty mess. I also imagine some residents of our valley might not have the right experience or materials on hand to remove that sticker. Then it sits there, baking in the UV of our high-elevation dry environment, turning into a bigger problem that could leave permanent damage.

Thanks for bearing with this long email. I wanted to share that experience and get this off my chest. I am usually a big fan of Friedman and appreciate everything that you guys do for the community. While I certainly understand the need for parking enforcement and working with airport-goers to keep everything flowing along nicely, I think the policies were applied ineffectively and overzealously in this case. As noted, the attendant made no effort to simply call out for the driver of the vehicle, attempt to identify me, and ask me to move on before applying the sticker. I also think that the choice of sticker material itself does not really fit the situation, or resonate with what our community means to me.

Best,
Kristian Hansen
Hailey

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kph

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kph