Friedman Memorial Airport Authority

Regular Board Meeting

October 20, 2026

FRIEDMAN MEMORIAL AIRPORT

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Approve Agenda

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Public Comment

(10 Minutes)

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Approval of Meeting Minutes

August 11, 2026 Regular Meeting

September 1, 2026 Regular Meeting

Reports

Reports

- Chair Report
- Blaine County Report
- City of Hailey Report
- Staff Team Report

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Airport Staff Brief

Team Updates

- Deputy Director of Admin/Finance
- Airport Security Manager
- Deputy Director of Operations
- Airport Director

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2026 Meet the Fleet

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US Navy F/A-18s at SUN

2026 Triennial Exercise (Mass Casualty Incident Training) and FAA Part 139 “Live Fire” training

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Feature in Business View Magazine

SUN VALLEY/FRIEDMAN MEMORIAL AIRPORT

WHERE RELIABILITY MEETS RESPONSIBILITY

Balancing rising passenger demand, complex operating conditions, and ambitious infrastructure investments with a commitment to reliability, community partnership, and environmental stewardship.

AT A GLANCE

SUN VALLEY/FRIEDMAN MEMORIAL AIRPORT

WHAT: A commercial service and general aviation airport serving the Wood River Valley and Sun Valley region.

WHERE: Hailey, Idaho, United States.

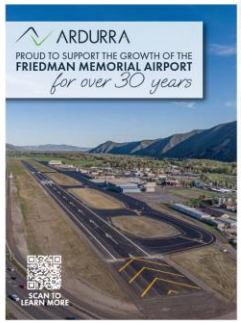
WEBSITE: www.iflysun.com

For an airport surrounded on three sides by rugged, rising terrain, operational complexity comes with the territory. At Sun Valley/Friedman Memorial Airport, that challenge has helped shape an organization focused intensely on reliability, safety and the unique responsibilities that accompany operating one of Idaho's most important gateways.

The airport operates under a joint powers agreement and is equally owned by Blaine County and the City of Hailey, with

stewardship defines another.

The airport became the first in Idaho to transition away from AFFF firefighting foam and is now PFAS-free. In 2023, it completed a greenhouse gas emissions survey to identify emission sources and opportunities for reductions. That study will be updated in 2028 to measure progress.



The airport's environmental responsibilities are also visible after sunset. Located adjacent to the Central Idaho Dark Sky Reserve, it sits within one of the darkest regions of the Lower 48. Local building codes regulate exterior lighting, and the airport works within FAA safety requirements to respect that environment through measures such as shielding appropriate lighting and considering color temperature.

In fiscal year 2027, the airport plans to undertake a dark sky certification process involving a comprehensive inventory of lighting sources across airport property.

"As we look into the future, we're trying to figure out where our role is in becoming as sustainable as possible and stewards of the environment to the best of our ability," Burke notes.

BUILDING AN AIRPORT FOR THE NEXT GENERATION

The next several years will therefore be defined less by growth for growth's sake than by carefully managed evolution. A new control tower, terminal improvements, private FBO investment, long-range airfield planning and environmental initiatives all sit within a broader effort to protect what makes the airport and its surrounding community distinctive.

Airport Activity Status

- Passenger Enplanements
  - +3.8% over August 2025
  - +10.1% YTD vs 2025

- Operations (unofficial)
  - -6.6% from August 2025
  - +1.4% from September 2025
  - +5.9% YTD vs 2025

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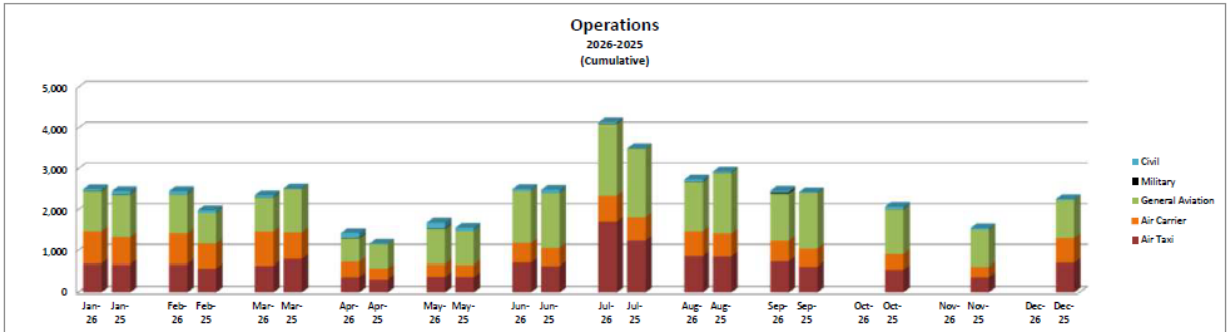
Airport Activity Status

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%

2002 – 55, 897
2007 – 50,712
2013 – 30,555
2025 – 26,938

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Airport Staff Brief Questions?

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Action
New Business
None

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Continuing Business

Parking Rates and Charges – Consideration of Approval

- As discussed with the Board previously, airports have an obligation to maintain up-to-date and reasonable user rates to remain (or attempt to become) self-sufficient
- Airports remain self-sufficient and free from general tax dollars by setting rates and charges designed to off-set daily operational costs and to meet monetary matches for federally funded projects listed in the Capital Improvement Plan (CIP)
- Staff & Chris Johnson (parking consultant) have undertaken an extensive analysis of historical parking rates, comparisons from other similarly situated airports, and forecasting of proposed rates

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New versus old

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

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

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Benefits of new rate structure:

- Maintain competitive pricing of our non-aeronautical services to help offset operational costs of airport
- Maintain competitive pricing with similarly situated airports
- Ensure convenience of parking lot remains available to those willing to pay for it.
- Simplify cost structure to three categories
  - Offer free parking to visitors for up to one hour versus just ½ hour.
  - This should reduce congestion at the exit gates as most of the airport's traffic spends less than an hour.
  - These cars will be allowed to expeditiously exit without requiring time-consuming payment.

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Parking Rates and Charges – Consideration of Approval

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

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Updates and Discussion

New Business

None

Airport Xeriscaping and Water Usage Reduction Initiatives – Update and Discussion

- Staff are pleased to share a proactive initiative to significantly reduce water consumption within and surrounding the Airport's parking lot
- Historically, irrigation usage has exceeded 400,000 gallons per month in the peak summer season.
- This is related to the green grass bordering the parking lots
- Staff believes this initiative will reduce water consumption by approximately 200,000 to 300,000 gallons
- Xeriscaping with 2" river rock or crushed stone to replace grassy areas

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Updates and Discussion

Continuing Business

Miscellaneous

Staff Retirements & New Teammates – Update

- Congratulations to Airport Ops/ARFF Specialist Deano Miller and IT Manager Teresa McGoffin on their well deserved retirements!!
- Welcome to two new team members:
  - Daniel “Danny” Robertson – OPS/ARFF Specialist I
  - Matthew Swartz – IT Administrator

Construction and Capital Projects

Air Traffic Control Tower

- Teams have hit the 60% design threshold
- Staff, Air Traffic Controllers, and consulting teams met on October 6th to review plans
- This design threshold allows the team to move forward in pursuing a ROM cost estimate
- Architects will follow applicable Hailey DRC processes over the coming months
- Project remains on track and on schedule through the design phase.
- As always, actual construction timelines and physical development is contingent upon availability and timing of federal funding.

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ATC Tower exterior renditions

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Terminal Renovations – Update

- Staff, architects, and engineers have met with key stakeholders and tenants, including airline representatives and the TSA, to evaluate opportunities for improvement in the terminal building
- Improvements to the TSA passenger screening checkpoint remains the highest priority
  - Meaningful improvements can be accomplished effectively, with straightforward project phasing which will minimize impacts to travelers and ongoing operations
- Baggage handling system upgrades, based on physical constraints are bound to be more complex and costly

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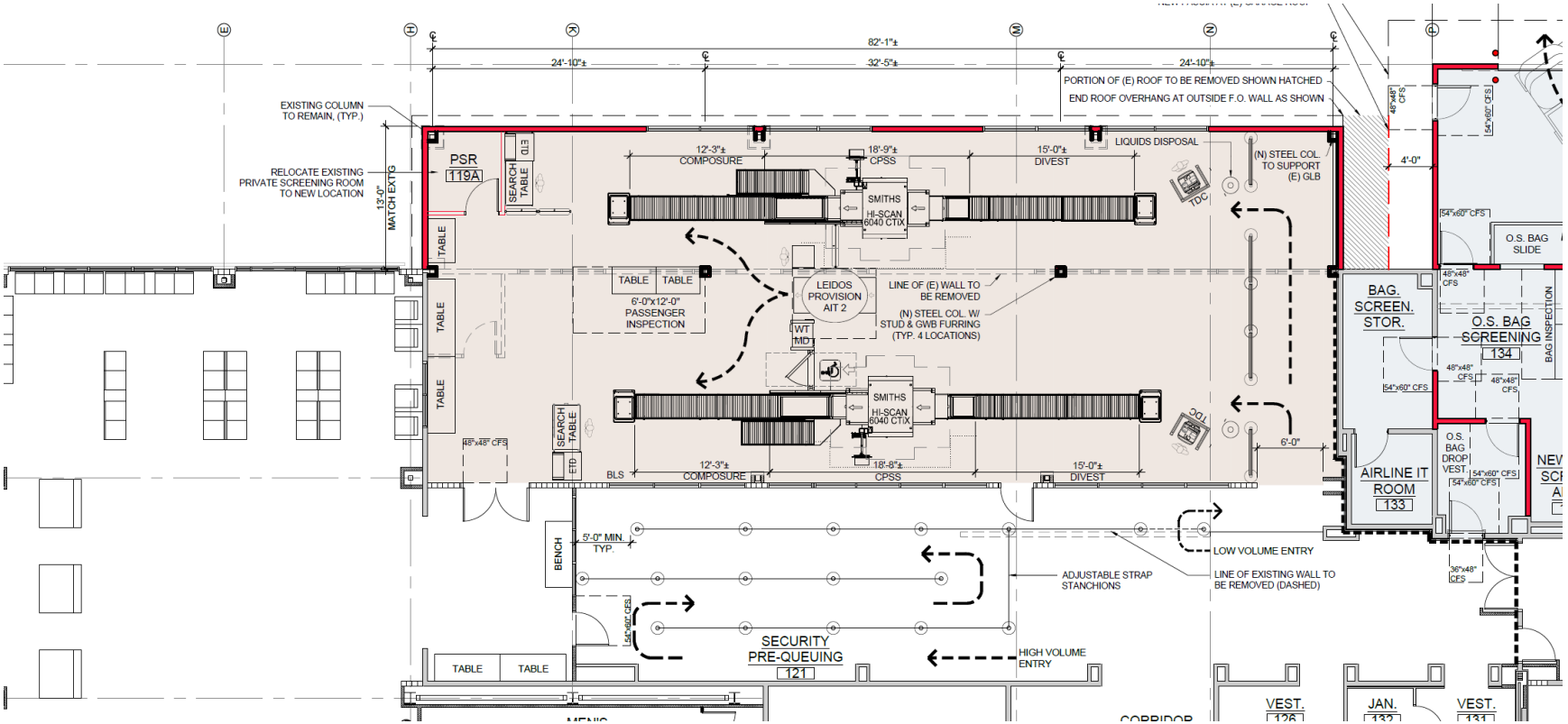
Possible TSA Checkpoint layout



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Airport Planning Projects

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Airport Infrastructure and Optimization Study – Update

- The final draft of Phase I has been completed and is pending FAA comments and feedback
  - Simply an update previous planning efforts
  - Update aviation activity and passenger forecasts
  - Identify future facility and infrastructure needs
  - Explore potential airfield layout options
- Depending on FAA feedback and comments, staff will present the study to the Board in the coming months.
  - No vote, action, or projects will stem from this
- Phase II would involve a more formal Airport Layout Plan (ALP) update and deeper evaluation of the Airport's long-term infrastructure needs and alternatives

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Executive Session

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

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Public Comment

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Thank You!