

**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, June 14, 2016 at 5:30 p.m. at the old Blaine County Courthouse Meeting Room Hailey, Idaho. All matters shall be considered Joint Decision Matters unless otherwise noted. The proposed Agenda for the meeting is as follows:*

**AGENDA  
June 14, 2016**

- I. APPROVE AGENDA**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
  - A. May 3, 2016 Regular Meeting**  
(Due to maternity leave Minutes will be presented in August)
- IV. REPORTS**
  - A. Chairman Report
  - B. Blaine County Report
  - C. City of Hailey Report
  - D. Airport Manager Report
  - E. Communications Director Report (Centerlyne)
  - F. Fly Sun Valley Alliance Report
- V. AIRPORT STAFF BRIEF (5 Minutes Allotted)**
  - A. Noise Complaints
  - B. Parking Lot Update
  - C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – Attachments #1 - #3
  - D. Review Correspondence – Attachment #4
  - E. Airport Commercial Flight Interruptions
- VI. OLD BUSINESS**
  - A. Airport Solutions
    - 1. Current Projects
      - a. Plan to Meet 2015 Congressional Safety Area Requirement
        - i. Runway Safety Area Improvements Project – Update and consideration of an AIP '41 Grand Amendment
    - 2. Future Projects
      - i. Terminal Aircraft Apron Improvements
      - ii. Terminal Parking Lot Improvements - Update
      - iii. Terminal Airline Ticketing Office Improvements - Update
  - B. Runway 13-31 Pavement Maintenance
  - C. Voluntary Noise Abatement Program Review Committee - Opportunity for the Committee to Update the FMAA on Activity
  - D. Master Plan Discussion - Consideration of Accepting Chapter E and Discussion Related to Chapter F – Attachments #5, #6
  - E. Noise Monitoring/Modeling
  - F. Air Quality Monitoring/Modeling - Update
  - G. Opposite Direction Traffic – Update – Attachments #7, #8
  - H. Discussion of Airport Manager Succession and Next Steps: Consideration of action necessary to support the selection process
- VII. NEW BUSINESS**
  - A. FY '17 Draft Budget – Attachments #9, #10
  - B. FY '17 Draft Rates and Charges – Attachment #11
  - C. July Meeting Date – Consideration of when to schedule the July Regular Meeting
- VIII. PUBLIC COMMENT**
- IX. EXECUTIVE SESSION – I.C. §74-206 (c) To acquire an interest in real property which is not owned by a public agency  
I.C. §74-206 (f) To communicate with legal counsel to discuss legal ramifications for controversy imminently likely to be litigated**
- X. ADJOURNMENT**

**III. APPROVE FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**

- A. May 3, 2016 Regular Meeting**  
(Due to maternity leave Minutes will be presented in August)

**IV. REPORTS**

**A. Chairman Report**

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

BOARD ACTION: 1. Discussion

**B. Blaine County Report**

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

BOARD ACTION: 1. Discussion

**C. City of Hailey Report**

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

BOARD ACTION: 1. Discussion

**D. Airport Manager Report**

This item is on the agenda to permit an Airport Manager report if appropriate.

BOARD ACTION: 1. Discussion

**E. Communications Director Report (Centerlyne)**

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

BOARD ACTION: 1. Discussion

**F. Fly Sun Valley Alliance Report**

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

BOARD ACTION: 1. Discussion

**V. AIRPORT STAFF BRIEF (5 Minutes Allotted)**

**A. Noise Complaints:**

<b>Noise Complaints:</b>	<b>DATE</b>	<b>TIME</b>	<b>AIRCRAFT TYPE</b>	<b>INCIDENT DESCRIPTION</b>	<b>ACTION TAKEN</b>
<b>LOCATION</b> Woodside	5/3	6:35 pm	Single Engine	Low over caller's home	Research did not support the concern. Caller was notified.
Woodside	5/8	4:00 am	Single Engine	Inappropriate Aircraft Departure	Life Flight. Caller was notified.
Bellevue	5/13	10:40 pm	Jet	Caller reports that on this night and the same time, previous night, jet approached FMA too low over his home, approximately 2.9 miles from the runway.	Research did not support caller's concern. Caller was notified.

**B. Parking Lot Update**

**The Car Park Gross/Net Revenues**

<b>Month</b>	<b>FY 2014 Gross</b>	<b>FY 2014 Net</b>	<b>FY 2015 Gross</b>	<b>FY 2015 Net</b>	<b>FY 2016 Gross</b>	<b>FY 2016 Net</b>
<b>April</b>	\$16,457.00	\$6,748.00	\$19,469.63	\$9,065.18	\$22,897.00	\$11,638.70

**C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data - Attachments #1 - #3**

Attachment #1 is Friedman Memorial Airport Profit & Loss Budget vs. Actual. Attachment #2 is 2001 - 2016 ATCT Traffic Operations data comparison by month. Attachment #3 is 2016 Enplanement, Deplanement and Seat Occupancy data. The following revenue and expense analysis is provided for Board information and review:

**March 2015/2016**

Total Non-Federal Revenue	March, 2016	\$215,485.68
Total Non-Federal Revenue	March, 2015	\$200,153.07
Total Non-Federal Revenue	FY '16 thru March	\$1,507,270.58
Total Non-Federal Revenue	FY '15 thru March	\$1,219,508.60
Total Non-Federal Expenses	March, 2016	\$197,360.59
Total Non-Federal Expenses	March, 2015	\$179,506.28
Total Non-Federal Expenses	FY '16 thru March	\$1,493,327.72

Total Non-Federal Expenses	FY '15 thru March	\$1,223,277.94
Net Income to include Federal Programs	FY '16 thru March	\$-789,448.01
Net Income to include Federal Programs	FY '15 thru March	\$-3,054,288.43

**D. Review Correspondence - Attachment #4**

Attachment #4 is information included for Board review.

**E. Airport Commercial Flight Interruptions:**

<u>Airline</u>	<u>Flight Cancellations</u>	<u>Flight Diversions</u>
Horizon Air	N/A	N/A
Delta	0	3
United Express	N/A	N/A

**VI. OLD BUSINESS**

**A. Airport Solutions**

**1. Current Projects**

**a. Plan to Meet 2015 Congressional Safety Area Requirement**

**Runway Safety Area Improvements Project – Update and consideration of an AIP '41 Grant Amendment**

The last two terminal projects will be complete by the Board meeting. The two projects included: provision of appropriate humidity for the TSA's computer equipment and installation of snow melt and gutters on the roof of the terminal in two locations. The only other items remaining from the RSA Improvements effort are the final "as-constructed survey", which is scheduled to begin the week of June 13, and final closeout of the AIP '041 grant.

A grant amendment is necessary for AIP '041, due to change orders and additional work included in the "public lounge" area of the terminal. This amendment was anticipated previously, but the exact amount was not known until all change orders were processed and previous projects paid out. The amount of this amendment is approximately \$50,000 (the previous total grant amount is \$9,253,125). FMAA share of a \$50,000 Grant Amendment will be \$3,125. The amendment process requires a request signed by both the City and County. We recommend the Board take action to direct Staff to prepare a letter and coordinate with both sponsors for signatures.

**BOARD ACTION:** 1. Discuss/Public Comment/Action



## **2. Future Projects**

### **i. Terminal Aircraft Apron Improvements**

The Work Order for this project has been executed with T-O Engineers. Survey, geotechnical investigation and other work will likely begin in July. There are no further updates at this time.

BOARD ACTION: 1. Discussion

### **ii. Terminal Parking Lot Improvements – Update**

Improvements to the terminal parking lot to provide additional vehicle parking have been discussed previously. There are no updates for this meeting.

BOARD ACTION: 1. Discussion

### **iii. Terminal Airline Ticketing Office Improvements - Update**

The architecture team from RLB met with the FMAA Architectural Committee on May 12. Several options were discussed by the committee during that meeting. These options were then revised and resubmitted to staff for review. Staff is attempting to schedule a second meeting with the committee prior to the Board meeting. An update will be provided to the Board. Depending on the outcome of the committee meeting, this may include a presentation of options.

BOARD ACTION: 1. Discussion

## **B. Runway 13-31 Pavement Maintenance**

As briefed at the May meeting, work to maintain the pavement on Runway 13-31 was scheduled for May 17-19. As the Board may recall, this was work originally scheduled for May, 2015 and was delayed, due to weather. On Monday, May 16 this year, Staff and consultants reviewed the weather forecast and made the decision not to proceed with the project again. The concern was that the runway would be sealed but weather would prevent repainting, which would delay opening the airport for some time. This decision turned out to be appropriate, as the weather on May 19 when painting was scheduled, was extremely rainy and wet. Staff is researching options to reschedule this work for early October.

BOARD ACTION: 1. Discussion

## **C. Voluntary Noise Abatement Program Review Committee – Opportunity for the Committee to Update the FMAA on Activity**

The Committee met on May 10. In that meeting, a Draft Mission Statement was reviewed and accepted as a working document. Also, Elections for Committee Chair and Secretary were conducted with Walt Denekas elected as Committee Chair and Susan Bernatas as Secretary.

The Committee discussed the Voluntary Noise Abatement Program brochure and discussed potential changes. The June 8 meeting agenda will include an opportunity for all Committee members to learn a little of one another's backgrounds and to review and discuss any potential changes to the written side (as opposed to the graphics side) of the Voluntary Noise Abatement Brochure.

BOARD ACTION: 1. Discuss/Direct/Public Comment

**D. Master Plan Discussion - Consideration of Accepting Chapter E and Discussion Related to Chapter F – Attachments #5, #6**

**PROGRESS REPORT**

Based on feedback from the FMAA Board received at their May meeting, a final revised version of Chapter E, *Siting Evaluation for Replacement Airport* (Attachment #5), has been submitted for Board acceptance.

A memorandum presenting preliminary tables and assumptions that will form the basis for Chapter F, *Financial Feasibility Analysis* (Attachment #6), has been submitted for Board review and comment. A representative from Ricondo & Associates will attend the June Board meeting to present this information.

Mark McFarland from Mead & Hunt will attend the July Board meeting to discuss final steps for completing the Master Plan.

Mead & Hunt requests Board acceptance of Chapter E and permission to use this draft in the completion of planning document.

BOARD ACTION: 1. Discuss/Public Comment/Action

**E. Noise Monitoring/Modeling**

Last month, the Board directed Staff to seek out expertise on Noise Monitoring and Modeling. Mr. Rob Adams, Landrum & Brown will be at the July meeting to discuss components of such studies and answer questions. Mr. Adams was unable to be here for the June 14 Board meeting.

BOARD ACTION: 1. Discuss/Direct/Public Comment

**F. Air Quality Monitoring/Modeling - Update**

Last month, the Board directed Staff to seek out expertise on Air Quality Monitoring and Modeling. Mr. Rob Adams, Landrum & Brown will be at the July meeting to discuss components of such a study and answer questions. Mr. Adams was unable to be here for the June 14 Board meeting.

BOARD ACTION: 1. Discuss/Direct/Public Comment

**G. Opposite Direction Traffic – Update – Attachments #7, #8**

As a means to understand the nature of complaints filed with FAA regarding Opposite Direction Traffic, the Airport Manager submitted a FOIA request and received all data pertaining to the filed complaints and the outcome of their investigations.

Attachment #7 is the Freedom of Information Act request initiated by the Airport Manager. Attachment #8 is response. Below is a summary of the allegations and findings. A total of 7 allegations were made.

**Allegation 1:** *The SUN control tower allows airport management to dictate or influence the choice of runway/traffic pattern configuration.*

**Finding:** The allegation is not substantiated. The controllers at the SUN Federal Contract Tower determine which runways to assign pilots, which is typically limited by environmental factors such as weather and terrain. The controllers issue instructions to pilots on where and

how to enter the traffic pattern based on a number of factors, such as the arrival's location relative to the airport, other aircraft operating at the airport and the assigned runway.

**Allegation 2.** *When opposite direction operations (ODO) were suspended nationwide, it was allowed to continue at SUN without appropriate review. ODO is continuing at SUN without a combined review by Flight Standards, Airports Division and Air Traffic. ODO as practiced at SUN is hazardous.*

**Finding:** The allegation is not substantiated. SUN FCT has to meet ODO requirements as directed by Federal Aviation Administration (FAA) Joint Order (JO) 7210.3, Facility Administration and JO 7110.65, Air Traffic Control. According to FAA Notice JO 7210.884, Opposite Direction Operations, which is the current notice for ODO, "Specify that use of Visual Separation is not authorized, except at those unique locations that are operationally impacted by terrain and when issued a Letter of Authorization by the Service Area Director of Operations." A Letter of Authorization for the SUN airport was issued by the Service Area Director of Operations authorizing the practice at SUN. There is no requirement for the Airport Division or Flight Standards to review the Letter of Authorization.

**Allegation 3.** *Near Midair Collisions (NMACs) occur at SUN. To support this conclusion, the complainant provided five Aviation Safety Reporting System (ASRS) reports of NMACs in the vicinity.*

**Finding:** The allegation is not substantiated. A review of FAA internal reporting systems back to 2010 found that there are no reports of NMACs in the vicinity of SUN. There are several reports of Terminal Collision Avoidance System (TCAS) resolution advisories (RAs). In a TCAS RA event, the pilot is expected to report responding to the RA. This allows the air traffic facility to conduct an investigation and determine appropriate actions. We also reviewed the ASRS reports. Although there were six instances of pilots reporting an NMAC through ASRS, the majority of these are old events occurring prior to 1994 and there have been no NMAC reports for SUN filed with ASRS since 2013.

**Allegation 4.** *Aircraft, at times, arrive without communication with the tower at SUN.*

**Finding:** The allegation is substantiated. A review of FAA reporting data indicates six reported communication issues since 2013; four were equipment issues and two appeared to be pilot failures to establish communication. The events were pilot deviations that were properly reported and forwarded to Flight Standards for investigation and appropriate handling.

**Allegation 5.** *Aircraft, at times, are departing or arriving without clearance at SUN.*

**Finding:** The allegation is substantiated. An analysis of data from the Office of Runway Safety indicates eight instances of aircraft landing without a clearance during hours of tower operation between 2003 and 2016. The events were pilot deviations that were properly reported and forwarded to Flight Standards for investigation and appropriate handling.

**Allegation 6.** *Aircraft take many different trajectories leading the complainant to question whether any approved procedure is in place.*

**Finding:** The allegation is not substantiated. There are three instrument approach procedures and one departure procedure at SUN. These procedures are for Instrument Flight Rules (IFR) operations. Most aircraft arrive and depart using Visual Flight Rules (VFR). Outside of the traffic pattern, pilots operating VFR determine their own route of flight. This includes maneuvering to enter the traffic pattern as instructed by the controller, or after departing the traffic pattern.

**Allegation 7.** *The complainant provided two examples of other people hearing aircraft flying low over their community; in one case, over a high school and another flying in the direction taken by departing aircraft.*

**Finding:** Complaints about low flying aircraft fall under the purview of Flight Standards. Low flying aircraft operations should be reported to the local Flight Standards District Office (FSDO) immediately for investigation to determine if a Federal Aviation Regulation was violated. This would normally require specific date and time, a description of the aircraft and if possible, the tail number. Complaints about low flying aircraft in the vicinity of SUN may be sent to the Boise FSDO by phone (208) 387-4000 or via their website at:

[http://www.faa.gov/about/office\\_org/field\\_offices/fsdo/boi/contact/](http://www.faa.gov/about/office_org/field_offices/fsdo/boi/contact/)

Any further investigation of this allegation needs to be done by Flight Standards.

**Summary:** The allegations regarding SUN FCT operations, including ODO, were not substantiated. The allegations regarding pilots not communicating with the FCT or obtaining clearances for landing were substantiated. However, they were appropriately reported as pilot deviations and forwarded to Flight Standards for appropriate handling. Any investigations of low flying aircraft events need to be completed by Flight Standards.

**BOARD ACTION:** 1. Discuss/Direct/Public Comment

**H. Discussion of Airport Manager Succession and Next Steps: Consideration of action necessary to support the selection process**

The Board will be conducting interviews on July 10, 2016 for consideration of candidates for the Airport Manager position. This item is on the agenda to facilitate discussions or actions the Board feel may be appropriate.

**BOARD ACTION:** 1. Discuss/Direct/Action

**VII. NEW BUSINESS**

**A. FY '17 Draft Budget – Attachments #9, #10**

Attached for your review are the preliminary FY '17 Budget Worksheets. The Friedman Memorial Airport Authority Rates and Charges Policy states "Each year, during the Friedman Memorial Airport Authority budget process, which takes place from June through September, rates, fees, tolls or charges for the use or availability of the facilities of the Airport shall be established. In order to establish the appropriate amounts for said rates, fees, tolls and charges, the Authority shall first determine, as closely as possible, the specific causes of the operating costs. All revenues generated by the Airport and any local taxes on aviation fuel will be expended by the Authority for the capital or operating costs of the Airport." In accordance with the policy, Staff has been working on a preliminary FY '17 Draft Budget. More Staff analysis is yet to take place on the budget. Again, these budget worksheets are preliminary and will require more assessment/fine tuning. A finished document/proposed budget will be presented for Board consideration in the July packet.

Attachment #9 is the Preliminary FY '17 Budget Worksheet (Combined). The combined work sheet is the draft proposed budget for FY '17. It includes all anticipated federal and state funding applicable to pending Airport projects. Staff has completed analysis of required operating and capitalization expenses for FY '17. This analysis has integrated all available research, information and responsible projection regarding next year's "cost-to-do-business", including specific causes of expense.

The FY '17 Budget:

- Provides the Board the ability to operate FMA and meet all of the coming year's needs.
- Provides flexibility to the new Airport Manager
- Acknowledges new airfield layout
- Acknowledges larger and busier air passenger terminal complex
- Recognizes additional expenses related to new landscaping
- Acknowledges additional snow removal requirements based on:
  - Increased airline schedules
  - New airfield configuration
- Facilitates the continued Master Planning process
- Provides Chair and new Airport Manager flexibility to compensate employees based on merit. Does not propose any CPI pay adjustment.
- Does not consider adjustments proposed to the Rates and Charges Schedule. If approved, revenues can be adjusted accordingly.

Attachment #10 is the Preliminary FY '17 Budget Worksheet (Operational). As you know, this worksheet is not the proposed budget; it is simply a tool to begin discussion of operational revenue and expense data without the distraction of federal grants.

The Board can anticipate presentation of this budget, with any changes or refinements as may be deemed necessary, in the July Board Brief. After the July FMAA meeting, copies of the proposed budget and proposed rates and charges will be available at the Airport Manager's Office for public review. The Board can anticipate an agenda item in the July FMAA meeting for the purpose of review and discussion of a proposed FY '17 Budget. As per the Joint Powers Agreement, the Board is required to hold a public hearing on or before the first Tuesday in August and to approve the budget on or before August 15<sup>th</sup>

**BOARD ACTION:** 1. Provide guidance related to the FY '17 Budget

**B. FY '17 Draft Rates and Charges – Attachment #11**

Rates & Charges, when integrated into the FY '17 Budget will provide the Board the ability to operate FMA and meet all of the coming year's needs. Proposed Rates & Charges adjustments are highlighted in yellow on Attachment #11.

Landing Fees and Fuel Flowage increases will bring the airport closer to a break-even point. While much of the recent airfield improvements were paid for by AIP grants and grant match may be matched by future PFCs, the cost to operate the airfield increased and costs associated with these projects not covered by grants and future PFCs should be recovered.

Parking fees should be increased to help cover the public interest in the terminal and parking projects which were not covered by grants and PFCs.

Advertising fees should increase due to a significantly enhanced Terminal, as well as increased passenger traffic.

BOARD ACTION: 1. Provide guidance related to the FY '17 Rates and Charges Adjustments

**C. July Meeting Date – Consideration of when to schedule the July Regular Meeting**

The FMAA Regular Meeting date is July 5, 2016. The Board may wish to discuss a date change due to the July 4<sup>th</sup> holiday.

BOARD ACTION: 1. Discuss/Direct

**VIII. PUBLIC COMMENT**

**IX. EXECUTIVE SESSION - I.C. §74-206 (c) To acquire an interest in real property which is not owned by a public agency**

legal

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

**X. ADJOURNMENT**

**Friedman Memorial Airport**  
**Profit & Loss Budget vs. Actual (Combined '16)**  
 October 2015 through March 2016

4:59 PM  
 05/17/16  
 Accrual Basis

Ordinary Income/Expense	Oct '15 - Mar 16	Budget	\$ Over Budget	% of Budget
<b>Income</b>				
4000-00 · AIRCARRIER				
4000-01 · Aircarrier - Lease Space	42,260.58	84,520.44	-42,259.86	50.0%
4000-02 · Aircarrier - Landing Fees	66,988.80	150,000.00	-83,011.20	44.7%
4000-03 · Aircarrier - Gate Fees	600.00	1,200.00	-600.00	50.0%
4000-04 · Aircarrier - Utility Fees	14,008.84	16,041.00	-2,031.16	87.3%
4010-07 · Aircarrier - '14 PFC App	146,723.79	301,500.00	-154,776.21	48.7%
<b>Total 4000-00 · AIRCARRIER</b>	<b>270,583.01</b>	<b>553,261.44</b>	<b>-282,678.43</b>	<b>48.9%</b>
4020-00 · TERMINAL AUTO PARKING REVENUE				
4020-01 · Automobile Parking - Terminal	100,167.65	200,000.00	-99,832.35	50.1%
<b>Total 4020-00 · TERMINAL AUTO PARKING REVENUE</b>	<b>100,167.65</b>	<b>200,000.00</b>	<b>-99,832.35</b>	<b>50.1%</b>
4030-00 · AUTO RENTAL REVENUE				
4030-01 · Automobile Rental - Commission	227,325.48	485,000.00	-257,674.52	46.9%
4030-02 · Automobile Rental - Counter	13,372.92	25,000.00	-11,627.08	53.5%
4030-03 · Automobile Rental - Auto Prkng	39,206.96	59,265.27	-20,078.31	66.1%
4030-04 · Automobile Rental - Utilities	987.84	2,500.00	-1,512.16	39.5%
<b>Total 4030-00 · AUTO RENTAL REVENUE</b>	<b>280,893.20</b>	<b>571,785.27</b>	<b>-290,892.07</b>	<b>49.1%</b>
4040-00 · TERMINAL CONCESSION REVENUE				
4040-10 · Advertising - Commission	24,222.50	33,000.00	-8,777.50	73.4%
4040-11 · Vending Machines - Commission	12,001.53	15,000.00	-2,998.47	80.0%
4040-12 · Terminal ATM	97.50			
<b>Total 4040-00 · TERMINAL CONCESSION REVENUE</b>	<b>36,321.53</b>	<b>48,000.00</b>	<b>-11,678.47</b>	<b>75.7%</b>
4050-00 · FBO REVENUE				
4050-01 · FBO - Lease Space	104,804.94	225,189.60	-120,284.66	46.6%
4050-02 · FBO - Tiedown Fees	151,802.80	460,000.00	-308,087.20	33.0%
4050-03 · FBO - Landing Fees - Trans.	135,004.86	275,000.00	-139,995.14	49.1%
4050-04 · FBO - Commission	9,632.01	18,000.00	-8,367.99	53.5%
<b>Total 4050-00 · FBO REVENUE</b>	<b>401,444.61</b>	<b>978,189.60</b>	<b>-576,744.99</b>	<b>41.0%</b>
4060-00 · FUEL FLOWAGE REVENUE				
4060-01 · Fuel Flowage - FBO	107,298.42	210,000.00	-102,701.58	51.1%
<b>Total 4060-00 · FUEL FLOWAGE REVENUE</b>	<b>107,298.42</b>	<b>210,000.00</b>	<b>-102,701.58</b>	<b>51.1%</b>
4070-00 · TRANSIENT LANDING FEES REVENUE				
4070-02 · Landing Fees - Non-Comm./Gov't	200.06	500.00	-299.94	40.0%
<b>Total 4070-00 · TRANSIENT LANDING FEES REVENUE</b>	<b>200.06</b>	<b>500.00</b>	<b>-299.94</b>	<b>40.0%</b>

**Friedman Memorial Airport**  
**Profit & Loss Budget vs. Actual (Combined '16)**  
**October 2015 through March 2016**

	Oct '15 - Mar 16	Budget	\$ Over Budget	% of Budget
<b>4080-00 · HANGARS REVENUE</b>				
4080-01 · Land Lease - Hangar	199,508.27	571,006.43	-371,498.16	34.9%
4080-02 · Land Lease - Hangar/Trans. Fee	1,928.20	5,384.00	-3,455.80	35.8%
4080-03 · Land Lease - Hangar/Utilities	899.12	1,563.00	-663.88	57.5%
<b>Total 4080-00 · HANGARS REVENUE</b>	<b>202,335.59</b>	<b>577,953.43</b>	<b>-375,617.84</b>	<b>35.0%</b>
<b>4090-00 · TIEDOWN PERMIT FEES REVENUE</b>				
4090-01 · Tiedown Permit Fees (FMA)	8,058.00	11,649.00	-3,591.00	69.2%
<b>Total 4090-00 · TIEDOWN PERMIT FEES REVENUE</b>	<b>8,058.00</b>	<b>11,649.00</b>	<b>-3,591.00</b>	<b>69.2%</b>
<b>4100-00 · POSTAL CARRIERS REVENUE</b>				
4100-01 · Postal Carriers - Landing Fees	4,504.00	13,000.00	-8,496.00	34.6%
4100-02 · Postal Carriers - Tiedown	2,970.00			
<b>Total 4100-00 · POSTAL CARRIERS REVENUE</b>	<b>7,474.00</b>	<b>13,000.00</b>	<b>-5,526.00</b>	<b>57.5%</b>
<b>4110-00 · MISCELLANEOUS REVENUE</b>				
4110-01 · Misc. Revenue	17.25			
4110-06 · Misc. - Security-Prox. Cards	25,570.00	32,000.00	-6,430.00	79.9%
4110-09 · Miscellaneous Expense Reimburse	-505.14			
<b>Total 4110-00 · MISCELLANEOUS REVENUE</b>	<b>25,082.11</b>	<b>32,000.00</b>	<b>-6,917.89</b>	<b>78.4%</b>
<b>4120-00 · GROUND TRANSP. PERMIT REVENUE</b>				
4120-01 · Ground Transportation Permit	13,900.00	13,500.00	400.00	103.0%
4120-02 · GTSP - Trip Fee	1,619.60	3,080.00	-1,460.40	52.6%
<b>Total 4120-00 · GROUND TRANSP. PERMIT REVENUE</b>	<b>15,519.60</b>	<b>16,580.00</b>	<b>-1,060.40</b>	<b>93.6%</b>
<b>4400-00 · TSA</b>				
4400-02 · Terminal Lease	197,190.25	40,000.00	157,190.25	493.0%
<b>Total 4400-00 · TSA</b>	<b>197,190.25</b>	<b>40,000.00</b>	<b>157,190.25</b>	<b>493.0%</b>
<b>4510-00 · DOT/Small Community Air Service</b>				
4510-01 · Small Community Air Service	0.00	150,000.00	-150,000.00	0.0%
<b>Total 4510-00 · DOT/Small Community Air Service</b>	<b>0.00</b>	<b>150,000.00</b>	<b>-150,000.00</b>	<b>0.0%</b>
<b>4520-00 · INTEREST INCOME</b>				
4520-07 · Interest Income - '14 PFC	7.22			
4500-00 · Interest Income - General	1,426.34	3,080.00	-1,653.66	46.3%
<b>Total 4520-00 · INTEREST INCOME</b>	<b>1,433.56</b>	<b>3,080.00</b>	<b>-1,646.44</b>	<b>46.5%</b>



Friedman Memorial Airport  
**Profit & Loss Budget vs. Actual (Combined '16)**  
 October 2015 through March 2016

	Oct '15 - Mar 16	Budget	\$ Over Budget	% of Budget
4740-00 · AIP 40 - Safety Area Proj. Imp.				
4740-01 · AIP '40 Project II	0.00	25,000.00	-25,000.00	0.0%
4740-00 · AIP 40 - Safety Area Proj. Imp. - Other	-31,495.30			
<b>Total 4740-00 · AIP 40 - Safety Area Proj. Imp.</b>	<b>-31,495.30</b>	<b>25,000.00</b>	<b>-56,495.30</b>	<b>-126.0%</b>
4741-00 · AIP 41 - Safety Area Phase III				
4741-01 · AIP '41 SA Phase III	860,109.65	1,500,000.00	-639,890.35	57.3%
4741-02 · TSA Office RA	0.00	210,000.00	-210,000.00	0.0%
<b>Total 4741-00 · AIP 41 - Safety Area Phase III</b>	<b>860,109.65</b>	<b>1,710,000.00</b>	<b>-849,890.35</b>	<b>50.3%</b>
4742-00 · AIP 42 - Project TBD				
4742-01 · AIP '42 Project TBD	0.00	1,125,000.00	-1,125,000.00	0.0%
<b>Total 4742-00 · AIP 42 - Project TBD</b>	<b>0.00</b>	<b>1,125,000.00</b>	<b>-1,125,000.00</b>	<b>0.0%</b>
<b>Total Income</b>	<b>2,482,615.94</b>	<b>6,265,998.74</b>	<b>-3,783,382.80</b>	<b>39.6%</b>
<b>Gross Profit</b>	<b>2,482,615.94</b>	<b>6,265,998.74</b>	<b>-3,783,382.80</b>	<b>39.6%</b>

Friedman Memorial Airport  
 Profit & Loss Budget vs. Actual (Combined '16)  
 October 2015 through March 2016

Expense	Oct '15 - Mar 16	Budget	\$ Over Budget	% of Budget
<b>EXPENDITURES</b>				
<b>"A" EXPENSES</b>				
5000-01 · Salaries - Airport Manager	78,449.99	156,900.00	-78,450.01	50.0%
5010-00 · Salaries -Contracts/Finance Adm	47,486.40	92,217.86	-44,731.46	51.5%
5010-01 · Salaries - Office Asslt.	98,150.38	181,696.16	-85,545.78	52.9%
5020-00 · Salaries - ARFF/OPS Chief	38,812.38	92,217.86	-53,405.48	42.1%
5030-00 · Salaries - ARFF/OPS Specialist	163,783.31	319,890.40	-166,107.09	48.1%
5040-00 · Salaries-ASC/Sp.Prjct./Ex. Assi	35,087.88	65,652.90	-30,565.02	53.4%
5050-00 · Salaries - Temp.	18,503.75	25,000.00	-6,496.25	74.0%
5050-02 · Salaries - Merit Increase	0.00	36,000.00	-36,000.00	0.0%
5060-01 · Overtime - General	0.00	2,000.00	-2,000.00	0.0%
5060-02 · Overtime - Snow Removal	29,847.96	20,000.00	9,847.96	149.2%
5060-04 · OT - Security	0.00	2,500.00	-2,500.00	0.0%
5100-00 · Retirement	57,833.07	114,290.95	-56,457.88	50.6%
5110-00 · Social Security/Medicare	34,788.63	75,307.99	-40,519.36	46.2%
5120-00 · Life Insurance	860.19	1,500.00	-639.81	57.3%
5130-00 · Medical Insurance	94,211.58	190,000.00	-95,788.42	49.6%
5180-00 · Workman's Compensation	12,436.00	15,000.00	-2,564.00	82.9%
<b>Total "A" EXPENSES</b>	<b>698,251.52</b>	<b>1,390,174.12</b>	<b>-691,922.60</b>	<b>50.2%</b>
<b>"B" EXPENDITURES</b>				
<b>"B" EXPENSES - ADMINISTRATIVE</b>				
6000-00 · TRAVEL EXPENSE	6,695.83	12,000.00	-5,304.17	55.8%
6000-01 · Travel	6,695.83	12,000.00	-5,304.17	55.8%
<b>Total 6000-00 · TRAVEL EXPENSE</b>	<b>6,695.83</b>	<b>12,000.00</b>	<b>-5,304.17</b>	<b>55.8%</b>
<b>6010-00 · SUPPLIES/EQUIPMENT EXPENSE</b>				
6010-01 · Supplies - Office	29,652.28	13,000.00	16,652.28	228.1%
6010-03 · Supplies - Computer	5,217.41			
<b>Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE</b>	<b>34,869.69</b>	<b>13,000.00</b>	<b>21,869.69</b>	<b>268.2%</b>
<b>6020-00 · INSURANCE</b>				
6020-01 · Insurance - Liability	9,700.00	11,800.00	-2,100.00	82.2%
6020-02 · Insurance - Public Officials	5,161.54	4,715.00	446.54	109.5%
6020-03 · Insurance-Bldg/Unlnc.Veh./Prop	37,842.42	35,660.00	2,182.42	106.1%
6020-04 · Insurance - Licensed Vehicles	6,559.00	6,992.00	-433.00	93.8%
<b>Total 6020-00 · INSURANCE</b>	<b>59,262.96</b>	<b>59,167.00</b>	<b>95.96</b>	<b>100.2%</b>

**Friedman Memorial Airport**  
**Profit & Loss Budget vs. Actual (Combined '16)**  
 October 2015 through March 2016

	Oct '15 - Mar 16	Budget	\$ Over Budget	% of Budget
<b>6030-00 · UTILITIES</b>				
6030-01 · Utilities - Gas/Terminal	10,388.83	9,000.00	1,388.83	115.4%
6030-02 · Utilities - Gas/Maintenance	5,296.88	5,082.00	234.88	104.6%
6030-03 · Utilities - Elect./Runway&PAPI	4,179.66	7,000.00	-2,820.34	59.7%
6030-04 · Utilities - Elec./Office/Maint.	5,218.77	15,000.00	-9,781.23	34.8%
6030-05 · Utilities - Electric/Terminal	21,389.01	34,600.00	-13,200.99	61.8%
6030-06 · Utilities - Telephone	7,794.75	12,184.46	-4,389.71	64.0%
6030-07 · Utilities - Water	412.84	798.90	-386.06	51.7%
6030-08 · Utilities - Garbage Removal	4,774.97	9,849.89	-5,075.02	48.5%
6030-09 · Utilities - Sewer	1,463.85	2,384.52	-920.67	61.4%
6030-11 · Utilities - Electric/Tower	2,951.07	6,000.00	-3,048.93	49.2%
6030-12 · Utilities - Elec./Brdfrd.Hghl	443.10	723.18	-280.08	61.3%
6030-15 · Utilities - Elec/AWOS	1,837.84	2,552.53	-714.69	72.0%
6030-16 · Utilities - Elec. Wind Cone	78.58	140.24	-63.66	54.6%
6030-17 · Utilities - Elec.- Hangar	32.71	210.82	-178.11	15.5%
<b>Total 6030-00 · UTILITIES</b>	<b>66,270.86</b>	<b>105,506.64</b>	<b>-39,235.78</b>	<b>62.8%</b>
<b>6040-00 · SERVICE PROVIDER</b>				
6040-01 · Service Provider - West/Flight	4,986.00	2,078.00	2,919.00	240.4%
6040-02 · Service Provider - Term. Music	234.00	895.00	-661.00	26.1%
6040-03 · Service Provider - Internet AOB	3,020.98	10,000.00	-6,979.02	30.2%
6040-05 · Service Provider - Internet Ter	900.00	1,800.00	-900.00	50.0%
6040-06 · Service Provider - SSI Movement	9,850.00	9,850.00	0.00	100.0%
6040-07 · Serv. Provider - Security CMS	21,300.00			
6040-08 · Service Provider - Part 139 Arp	4,000.00			
6040-09 · Service Provider - Elec. Filing	6,900.00			
6040-10 · Service Provider - Term. Flight	420.00			
6040-11 · Service Provider - Term. Satell	650.62			
<b>Total 6040-00 · SERVICE PROVIDER</b>	<b>52,273.60</b>	<b>24,624.00</b>	<b>27,649.60</b>	<b>212.3%</b>
<b>6050-00 · PROFESSIONAL SERVICES</b>				
6050-01 · Professional Services - Legal	34,536.80	35,000.00	-463.20	98.7%
6050-02 · Professional Services - Audit	41,072.89	45,000.00	-3,927.11	91.3%
6050-03 · Professional Services - Engine	1,312.50	10,000.00	-8,687.50	13.1%
6050-04 · Professional Services - ARFF	0.00	2,000.00	-2,000.00	0.0%
6050-05 · Professional Services - Gen.	6,368.75	63.75	6,305.00	9,990.2%
6050-07 · Professional Services - Archite	0.00	66,000.00	-66,000.00	0.0%
6050-08 · Professional Services - Securit	0.00	4,000.00	-4,000.00	0.0%
6050-10 · Prof. Svcs.-IT/Comp. Support	12,456.50	14,000.00	-1,543.50	89.0%
6050-12 · Prof. Serv.-Planning Air Serv.	15,647.42	15,000.00	647.42	104.3%
6050-13 · Prof. Serv.-Website Des.& Maint	6,047.50	1,912.50	4,135.00	316.2%
6050-15 · Prof. Serv. - Public Outreach	14,030.87	20,000.00	-5,969.13	70.2%
<b>Total 6050-00 · PROFESSIONAL SERVICES</b>	<b>131,473.23</b>	<b>212,976.25</b>	<b>-81,503.02</b>	<b>61.7%</b>

**Friedman Memorial Airport  
Profit & Loss Budget vs. Actual (Combined '16)  
October 2015 through March 2016**

	Oct '15 - Mar 16	Budget	\$ Over Budget	% of Budget
<b>6060-00 · MAINTENANCE-OFFICE EQUIPMENT</b>				
6060-01 · Maint.-Office Equip./Gen.	0.00	10,000.00	-10,000.00	0.0%
6060-04 · Maintenance - Copier	1,277.78			
6060-05 · Maintenance - Phone	1,401.38			
<b>Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT</b>	<b>2,679.16</b>	<b>10,000.00</b>	<b>-7,320.84</b>	<b>26.8%</b>
<b>6070-00 · RENT/LEASE OFFICE EQUIPMENT</b>				
6070-01 · Rent/Lease - Office Equip./Gen	0.00	3,400.00	-3,400.00	0.0%
6070-02 · Rent/Lease - Postage Meter	656.00	1,400.00	-744.00	46.9%
<b>Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT</b>	<b>656.00</b>	<b>4,800.00</b>	<b>-4,144.00</b>	<b>13.7%</b>
<b>6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E</b>				
6080-01 · Dues/Memberships/Publications	12,715.10	13,000.00	-284.90	97.8%
6080-04 · Airport Marketing	1,795.00	20,000.00	-18,205.00	9.0%
<b>Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E</b>	<b>14,510.10</b>	<b>33,000.00</b>	<b>-18,489.90</b>	<b>44.0%</b>
<b>6090-00 · POSTAGE</b>				
6090-01 · Postage/Courier Service	1,117.40	1,500.00	-382.60	74.5%
<b>Total 6090-00 · POSTAGE</b>	<b>1,117.40</b>	<b>1,500.00</b>	<b>-382.60</b>	<b>74.5%</b>
<b>6100-00 · EDUCATION/TRAINING</b>				
6100-01 · Education/Training - Admin.	2,781.00	15,000.00	-12,219.00	18.5%
6100-02 · Education/Training - OPS	3,364.28			
6100-03 · Education/Training - ARFF	3,803.86			
6100-05 · Education - Neighborl Flight	2,465.00			
6100-07 · Education - Public Outreach	1,118.84			
<b>Total 6100-00 · EDUCATION/TRAINING</b>	<b>13,533.06</b>	<b>15,000.00</b>	<b>-1,466.94</b>	<b>90.2%</b>
<b>6110-00 · CONTRACTS</b>				
6110-01 · Contracts - General	540.00	42,000.00	-21,000.00	50.0%
6110-02 · Contracts - FMAA	21,000.00	58,900.00	-29,500.00	49.9%
6110-03 · Contracts - SVA/Fee Collection	29,400.00	5,000.00	-3,368.00	32.6%
6110-04 · Contracts - COH LEO	1,632.00	30,000.00	-9,880.00	67.1%
6110-05 · Contracts - Janitorial	20,120.00	13,800.00	-13,800.00	0.0%
6110-06 · Electronic Filing System	0.00	15,000.00	34,598.25	330.7%
6110-07 · Contracts - Snow Removal	49,598.25	30,000.00	0.00	100.0%
6110-08 · Contracts - Eccles Tree Lights	30,000.00	350.00	-350.00	0.0%
6110-09 · Contracts - Website	0.00	15,000.00	-13,600.68	9.3%
6110-10 · Online Email Server Access	1,399.32	50,000.00	-50,000.00	0.0%
6110-11 · Contracts -Security CMS	0.00	6,200.00	-6,200.00	0.0%
6110-13 · Contracts - FIDS	0.00			

**Friedman Memorial Airport**  
**Profit & Loss Budget vs. Actual (Combined '16)**  
**October 2015 through March 2016**

	Oct '15 - Mar 16	Budget	\$ Over Budget	% of Budget
6110-14 · Contracts - TV	0.00	6,000.00	-6,000.00	0.0%
6110-15 · Contracts - 139 Airfield Record	0.00	3,000.00	-3,000.00	0.0%
<b>Total 6110-00 · CONTRACTS</b>	<b>153,689.57</b>	<b>275,250.00</b>	<b>-121,560.43</b>	<b>55.8%</b>
6120-00 · PERMITS				
6120-01 · Permits - General	23.00	100.00	-77.00	23.0%
<b>Total 6120-00 · PERMITS</b>	<b>23.00</b>	<b>100.00</b>	<b>-77.00</b>	<b>23.0%</b>
6130-00 · MISCELLANEOUS EXPENSES				
6130-01 · Misc. - General	5,167.79	6,500.00	-1,332.21	79.5%
6140-00 · Bank Fees	2,155.96	1,000.00	1,155.96	215.6%
<b>Total 6130-00 · MISCELLANEOUS EXPENSES</b>	<b>7,323.75</b>	<b>7,500.00</b>	<b>-176.25</b>	<b>97.7%</b>
<b>Total "B" EXPENSES - ADMINISTRATIVE</b>	<b>544,378.21</b>	<b>774,423.89</b>	<b>-230,045.68</b>	<b>70.3%</b>
"B" EXPENSES - OPERATIONAL				
6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI				
6500-01 · Supplies/Equipment - General	1,285.77	10,000.00	-8,714.23	12.9%
6500-02 · Supplies/Equipment - Tools	2,068.20			
6500-03 · Supplies/Equipment - Clothing	1,128.25			
6500-04 · Supplies/Equipment - Janitorial	15,800.82			
6500-05 · Supplies/Equipment - Deice	73,681.23	20,000.00	53,681.23	368.4%
6500-06 · Supplies/Equipment - ARFF	237.00	5,000.00	-4,763.00	4.7%
6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI - Ot...	<b>258.12</b>			
<b>Total 6500-00 · SUPPLIES/EQUIPMENT-ARFF/OPERATI</b>	<b>94,459.39</b>	<b>35,000.00</b>	<b>59,459.39</b>	<b>269.9%</b>
6510-00 · FUEL/LUBRICANTS				
6510-01 · Fuel/Lubricants - General	360.90	35,000.00	-34,639.10	1.0%
6510-02 · Fuel	20,297.54			
6510-03 · Lubricants	1,462.71			
<b>Total 6510-00 · FUEL/LUBRICANTS</b>	<b>22,121.15</b>	<b>35,000.00</b>	<b>-12,878.85</b>	<b>63.2%</b>
6520-00 · VEHICLES/MAINTENANCE				
6520-01 · R/M Equipment - General	2,855.20	25,000.00	-22,144.80	11.4%
6520-02 · R/M Equip. '93 Schmidt Snow	4,297.32			
6520-09 · R/M Equip. - '96 Oshkosh Swp.	725.51			
6520-17 · R/M Equip. '01 Case 921 Ldr.	1,498.86			
6520-19 · R/M Equip. '02 Ford F-150 PU	1,701.06			
6520-20 · R/M Equip. - '02 Kodiak Blower	252.20			
6520-24 · R/M Equip. - '01 Ford F-250	546.37			
6520-25 · R/M Equip. - '04 Batts De-Ice	39.39			
6520-28 · R/M Equip.-Case 621 Loader	2,134.47			
6520-29 · R/M Equip.-2010 Wausau Plow	10,953.95			
6520-30 · R/M Equip.-'05 Ford F-350	5,931.86			
6520-31 · R/M Equip. - Oshkosh Blower	320.46			

**Friedman Memorial Airport**  
**Profit & Loss Budget vs. Actual (Combined '16)**  
 October 2015 through March 2016

	Oct '15 - Mar 16	Budget	\$ Over Budget	% of Budget
6520-34 · R/M Equip. - '12 Case 921F Load	1,274.10			
6520-35 · R/M Equip. - '14 Ford Explorer	534.62			
<b>Total 6520-00 · VEHICLES/MAINTENANCE</b>	<b>33,065.37</b>	<b>25,000.00</b>	<b>8,065.37</b>	<b>132.3%</b>
<b>6530-00 · ARFF MAINTENANCE</b>				
6530-01 · ARFF Maint. General	226.58	7,000.00	-6,773.42	3.2%
6530-03 · ARFF Maint. - '87 Oshkosh	349.00			
6530-04 · ARFF Maint. - Radios	240.00			
6530-05 · ARFF MAint. - '03 E-One	78.63			
<b>Total 6530-00 · ARFF MAINTENANCE</b>	<b>894.21</b>	<b>7,000.00</b>	<b>-6,105.79</b>	<b>12.8%</b>
<b>6540-00 · REPAIRS/MAINTENANCE - BUILDING</b>				
6540-01 · R/M Bldg. - General	8,713.98	20,000.00	-11,286.02	43.6%
6540-02 · R/M Bldg. - Terminal	8,908.28			
6540-03 · R/M Bldg. - Shop	420.00			
6540-05 · R/M Bldg. - Manager's Bldg.	13.56			
6540-07 · R/M Bldg. - Tower	1,262.90			
6540-08 · R/M Bldg. - Parking Booth	157.50			
<b>Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING</b>	<b>19,476.22</b>	<b>20,000.00</b>	<b>-523.78</b>	<b>97.4%</b>
<b>6550-00 · REPAIRS/MAINTENANCE - AIRSIDE</b>				
6550-01 · R/M - General	0.00	10,000.00	-10,000.00	0.0%
6550-04 · R/M - Lights	6,524.65			
6550-05 · R/M - Grounds	1,806.10			
<b>Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE</b>	<b>8,330.75</b>	<b>10,000.00</b>	<b>-1,669.25</b>	<b>83.3%</b>
<b>6560-00 · SECURITY EXPENSE</b>				
6560-01 · Security	11,925.23	20,000.00	-8,074.77	59.6%
<b>Total 6560-00 · SECURITY EXPENSE</b>	<b>11,925.23</b>	<b>20,000.00</b>	<b>-8,074.77</b>	<b>59.6%</b>
<b>6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU</b>				
6570-01 · R/M Aeronautical Equip - NDB/DME	5,148.00	25,000.00	-19,852.00	20.6%
6570-02 · R/M Aeronautical Equip. - Tower	337.29			
6570-03 · R/M Aeronautical Equip.-Swf. Sys	682.89			
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	5,148.00			
<b>Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU</b>	<b>11,316.18</b>	<b>25,000.00</b>	<b>-13,683.82</b>	<b>45.3%</b>
<b>Total "B" EXPENSES - OPERATIONAL</b>	<b>201,588.50</b>	<b>177,000.00</b>	<b>24,588.50</b>	<b>113.9%</b>
<b>Total "B" EXPENDITURES</b>	<b>745,966.71</b>	<b>951,423.89</b>	<b>-205,457.18</b>	<b>78.4%</b>

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Accrual Basis

**Friedman Memorial Airport**  
**Profit & Loss Budget vs. Actual (Combined '16)**  
 October 2015 through March 2016

	Oct '15 - Mar 16	Budget	\$ Over Budget	% of Budget
<b>"C" EXPENSES</b>				
<b>7000-00 · MISC. CAPITAL EXPENDITURES</b>				
7000-01 · Contingency	0.00	20,000.00	-20,000.00	0.0%
7000-05 · Computer Equipment/Software	6,294.00	30,000.00	-23,706.00	21.0%
7000-14 · Retrofit Kit - Broom	0.00	4,000.00	-4,000.00	0.0%
7000-17 · Battery Jump Kit Lrg. System	0.00	2,200.00	-2,200.00	0.0%
7000-18 · Sweeper Brushes	0.00	10,000.00	-10,000.00	0.0%
7000-19 · Fork Lift	0.00	20,000.00	-20,000.00	0.0%
7000-20 · Sweeper Axles (Brushes)	0.00	8,000.00	-8,000.00	0.0%
7000-21 · Truck Spreader	0.00	8,000.00	-8,000.00	0.0%
7000-22 · Airline Ticketing Office Improv	0.00	200,000.00	-200,000.00	0.0%
7000-23 · SRE (Tool Cat)	56,060.21	60,000.00	-3,939.79	93.4%
<b>Total 7000-00 · MISC. CAPITAL EXPENDITURES</b>	<b>62,354.21</b>	<b>362,200.00</b>	<b>-299,845.79</b>	<b>17.2%</b>
<b>7110-00 · Small Comm. Air Service</b>				
7110-01 · Small Comm. Air Serv.	0.00	150,000.00	-150,000.00	0.0%
<b>Total 7110-00 · Small Comm. Air Service</b>	<b>0.00</b>	<b>150,000.00</b>	<b>-150,000.00</b>	<b>0.0%</b>
<b>7540-00 · AIP '40/PFC EXPENSE - Safety Ar</b>				
7540-01 · AIP '40	0.00	26,565.00	-26,565.00	0.0%
7540-02 · AIP '40 Non-Eligible	8,198.38			
7540-03 · AIP '40 AIP/PFC	-31,495.29			
7540-04 · AIP '40 Non Eligible - Terminal	32,414.00			
7540-06 · AIP '40 Non-Eligible - OPS/Adm.	2,955.06			
<b>Total 7540-00 · AIP '40/PFC EXPENSE - Safety Ar</b>	<b>12,072.15</b>	<b>26,565.00</b>	<b>-14,492.85</b>	<b>45.4%</b>
<b>7541-00 · AIP 41 SA Ph. III -Runway/Term.</b>				
7541-01 · AIP '41		1,600,000.00	-733,897.47	54.1%
7541-02 · AIP '41 - Non-Eligible	866,102.53			
7541-05 · Non-Eligible - TSA	34,050.65			
7541-06 · Non-Eligible - Terminal	190,908.51			
7541-07 · AIP '41 RETAINER	63,924.06			
7541-08 · AIP '41 RETAINER PFC	13,261.91			
7541-09 · AIP '41 Non-Elig Retainer	996.79			
7541-09 · AIP '41 Non-Elig Retainer	8,620.28			
<b>Total 7541-00 · AIP 41 SA Ph. III -Runway/Term.</b>	<b>1,177,864.73</b>	<b>1,860,000.00</b>	<b>-682,135.27</b>	<b>63.3%</b>
<b>7542-00 · AIP '42 EXPENSE - TBD</b>				
7542-01 · AIP '42 - Eligible	3,012.50	1,200,000.00	-1,196,987.50	0.3%
7542-00 · AIP '42 EXPENSE - TBD - Other	0.00	0.00	0.00	0.0%
<b>Total 7542-00 · AIP '42 EXPENSE - TBD</b>	<b>3,012.50</b>	<b>1,200,000.00</b>	<b>-1,196,987.50</b>	<b>0.3%</b>

**Friedman Memorial Airport  
Profit & Loss Budget vs. Actual (Combined '16)  
October 2015 through March 2016**

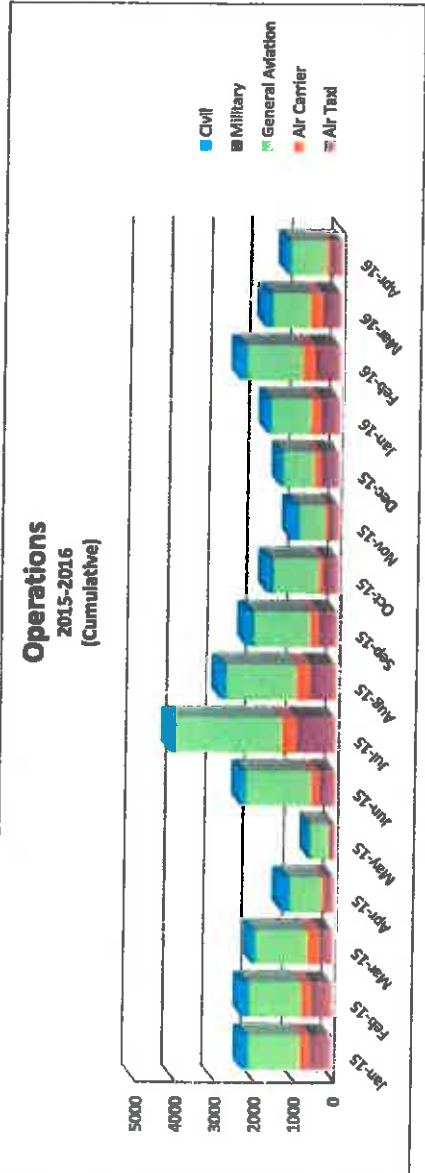
	Oct '15 - Mar 16	Budget	\$ Over Budget	% of Budget
9001-00 · PFC 14-09-C-00-SUN				
9001-02 · PFC '14 Acquire SRE	465,748.00	500,000.00	-34,252.00	93.1%
9001-03 · PFC '14 Master Plan	84,523.23	175,000.00	-90,476.77	48.3%
9001-04 · PFC '14 Relocate SW Taxiilane By	29,076.02			
9001-07 · PFC '14 RSA Grading	4,233.23			
9001-08 · PFC '14 Relocate Taxiway A & B	6,907.35			
9001-09 · PFC '14 Relocate Power to PAPI	85.20			
9001-11 · PFC '14 Relocate SRE/ARFF Bldg.	4,567.23			
9001-13 · PFC '14 Relocate Cargo Apron	1,336.76			
9001-14 · PFC '14 Relocate Hangars	3,227.56			
9001-15 · PFC '14 Rehab Terminal Bldg.	5,127.94			
9001-16 · PFC '14 Relocate N. Taxiilane	535.48			
9001-17 · PFC '14 Relocate Central Bypass	352.28			
9001-18 · PFC '14 Runway Rehabilitation	0.00			
9001-20 · PFC '14 RETAINER	-33,178.15	131,700.00	-131,700.00	0.0%
<b>Total 9001-00 · PFC 14-09-C-00-SUN</b>	<b>572,542.13</b>	<b>806,700.00</b>	<b>-234,157.87</b>	<b>71.0%</b>
<b>Total "C" EXPENSES</b>	<b>1,827,845.72</b>	<b>4,405,465.00</b>	<b>-2,577,619.28</b>	<b>41.5%</b>
<b>Total EXPENDITURES</b>	<b>3,272,063.95</b>	<b>6,747,063.01</b>	<b>-3,474,999.06</b>	<b>48.5%</b>
<b>Total Expense</b>	<b>3,272,063.95</b>	<b>6,747,063.01</b>	<b>-3,474,999.06</b>	<b>48.5%</b>
<b>Net Ordinary Income</b>	<b>-789,448.01</b>	<b>-481,064.27</b>	<b>-308,383.74</b>	<b>164.1%</b>
<b>Net Income</b>	<b>-789,448.01</b>	<b>-481,064.27</b>	<b>-308,383.74</b>	<b>164.1%</b>



Friedman Memorial Airport  
April 2016

ATCT Traffic Operations Record

Month	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
January	3,622	3,893	3,912	2,600	3,028	2,787	4,547	2,520	2,070	2,378	2,408	2,098	2,454	2,128	2,249	1,842
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
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
April	2,494	3,649	2,213	2,840	2,462	2,047	2,581	1,724	1,724	1,735	1,604	1,513	1,509	1,210	1,337	1,380
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	0
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	0
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	0
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	0
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	0
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	0
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	0
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	0
<b>Totals</b>	<b>50,858</b>	<b>55,897</b>	<b>44,739</b>	<b>45,032</b>	<b>43,607</b>	<b>43,002</b>	<b>50,712</b>	<b>33,836</b>	<b>31,699</b>	<b>32,350</b>	<b>30,555</b>	<b>28,269</b>	<b>32,140</b>	<b>23,307</b>	<b>24,815</b>	<b>7,672</b>



ATCT Operations Change (current month vs. same month last year)			
	2016	2015	% Change
Air Taxi	305	213	44%
Air Carrier	85	84	1%
General Aviation	1908	1815	1%
Military	3	4	100%
Civil	88	217	-69%
<b>Total</b>	<b>1,580</b>	<b>1,337</b>	<b>18%</b>

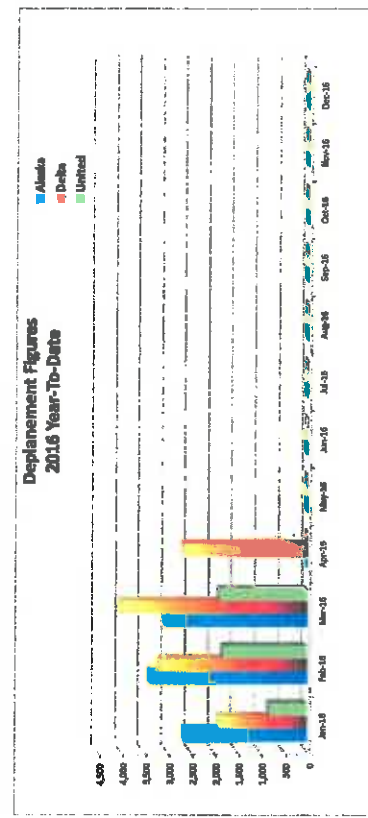
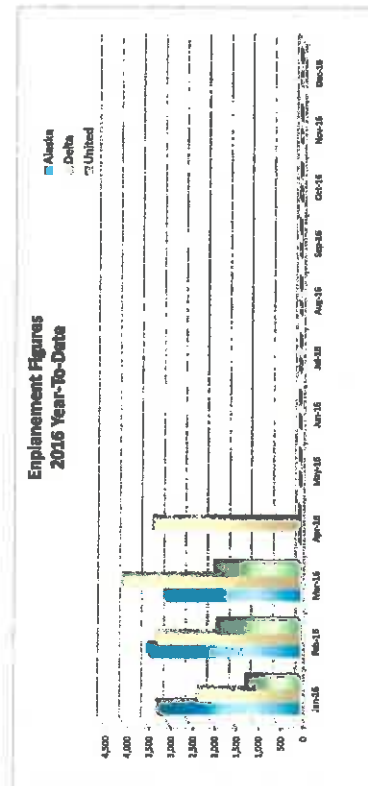
Friedman Memorial Airport  
April 2016

Month	Alaska Airlines				Delta Airlines				United Airlines				Total Emp.	Prior Year Total Emp.	Total % Change	
	Revenue	Non-Revenue	Total	Prior Year Month	Revenue	Non-Revenue	Total	Prior Year Month	Revenue	Non-Revenue	Total	Prior Year Month				Total % Change
Jan-16	3,194	38	3,232	2,816	2,286	41	2,326	2,996	1,166	31	1,197	1,277	-6%	6,755	6,889	-1.9%
Feb-16	3,348	69	3,407	3,261	3,192	70	3,262	2,703	1,818	32	1,850	1,194	55%	8,519	7,158	19.0%
Mar-16	2,975	73	3,048	3,362	3,929	94	4,023	4,264	1,899	23	1,922	1,437	34%	8,993	9,083	-0.8%
Apr-16	0	0	0	0	3,232	95	3,327	2,373	0	0	0	0	0%	3,327	2,373	40.2%
<b>Totals</b>	<b>9,517</b>	<b>170</b>	<b>9,687</b>	<b>9,239</b>	<b>12,638</b>	<b>300</b>	<b>12,938</b>	<b>12,336</b>	<b>4,883</b>	<b>86</b>	<b>4,969</b>	<b>3,908</b>	<b>27%</b>	<b>27,594</b>	<b>25,483</b>	<b>8.3%</b>

Legend for Chart:

Month	Alaska Airlines				Delta Airlines				United Airlines				Total Dep.	Prior Year Total Dep.	Total % Change	
	Revenue	Non-Revenue	Total	Prior Year Month	Revenue	Non-Revenue	Total	Prior Year Month	Revenue	Non-Revenue	Total	Prior Year Month				Total % Change
Jan-16	2,555	34	2,589	2,168	1,851	37	1,888	2,176	767	23	790	722	9%	5,267	5,066	4.0%
Feb-16	3,267	74	3,341	3,390	3,082	64	3,146	2,729	1,757	30	1,787	1,319	35%	8,274	7,438	11.2%
Mar-16	2,967	66	3,033	3,066	3,924	81	4,005	3,919	1,810	48	1,858	1,192	56%	8,896	8,177	8.8%
Apr-16	0	0	0	0	2,567	71	2,638	2,092	0	0	0	0	0%	2,638	2,092	26.1%
<b>Totals</b>	<b>8,768</b>	<b>174</b>	<b>8,943</b>	<b>8,624</b>	<b>11,424</b>	<b>253</b>	<b>11,677</b>	<b>10,916</b>	<b>4,334</b>	<b>101</b>	<b>4,435</b>	<b>3,233</b>	<b>37%</b>	<b>25,076</b>	<b>22,773</b>	<b>10.1%</b>

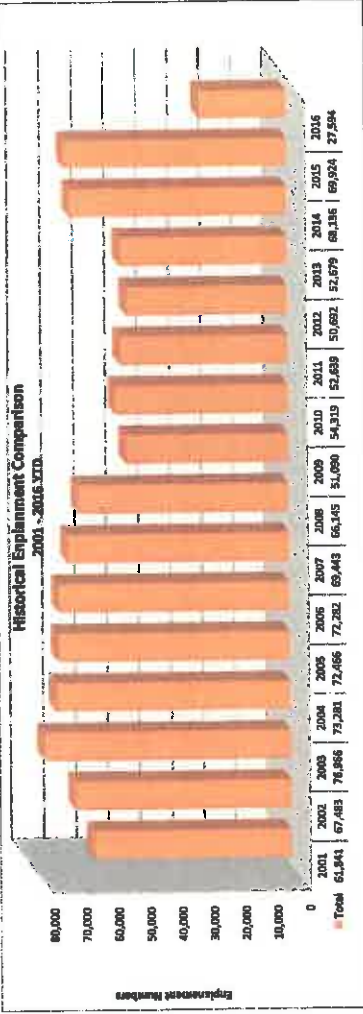
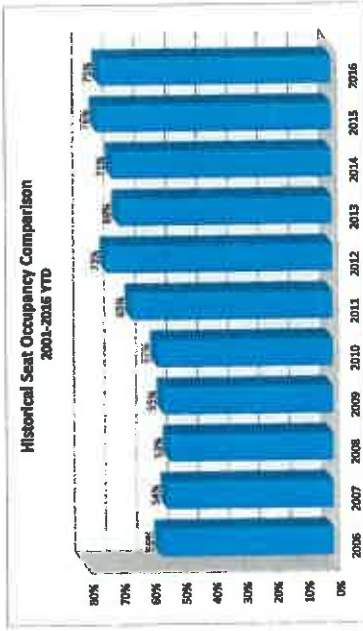
Legend for Chart:



Friedman Memorial Airport  
April 2016

QTR	American Airlines				Delta Airlines				United 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	Total Seats Available	Total Seats Occupied	Total Percent Occupied	Prior Year % Change Total Seats Available	Prior Year % Change Total Seats Occupied	Prior Year % Change Total % Occupied		
Jan-16	60	4,560	3,232	71%	44	3,036	2,326	77%	30	1,980	1,197	60%	9,576	6,755	71%	3%	-2%	-4%		
Feb-16	56	4,256	3,407	80%	60	4,140	3,262	79%	38	2,508	1,850	74%	10,904	8,519	78%	13%	19%	5%		
Mar-16	51	3,876	3,048	79%	80	5,520	4,023	73%	37	2,442	1,922	79%	11,838	8,983	76%	0%	-1%	-1%		
Apr-16	0	0	0	0%	82	4,278	3,327	78%	0	0	0	0%	4,278	3,327	78%	22%	40%	16%		
<b>Totals</b>	<b>167</b>	<b>12,692</b>	<b>9,687</b>	<b>76%</b>	<b>246</b>	<b>16,874</b>	<b>12,938</b>	<b>76%</b>	<b>105</b>	<b>6,930</b>	<b>4,969</b>	<b>72%</b>	<b>36,596</b>	<b>27,594</b>	<b>75%</b>	<b>7%</b>	<b>8%</b>	<b>1%</b>		

Note: Total of 68 Seats Available on aircraft for summer months  
Total of 78 Seats Available on aircraft for winter months  
\*Seats are capped at 68 during some periods in the summer due to weight and balance requirements and other times of the year seats may be capped due to environmental conditions



# United States Senate

WASHINGTON, DC 20510

March 18, 2016

The Honorable Susan Collins  
Chairman  
Subcommittee on Transportation,  
Housing and Urban Development,  
and Related Agencies  
Committee on Appropriations  
United States Senate  
Washington, DC 20510

The Honorable Jack Reed  
Ranking Member  
Subcommittee on Transportation,  
Housing and Urban Development,  
and Related Agencies  
Committee on Appropriations  
United States Senate  
Washington, DC 20510

Dear Chairman Collins and Ranking Member Reed:

As you consider the Fiscal Year 2017 Transportation, Housing and Urban Development, and Related Agencies Appropriations bill, we urge you to include language ensuring full and dedicated funding for the Contract Tower Program as part of the Fiscal Year (FY) 2017 budget for the Federal Aviation Administration (FAA). The President's FY 2017 Budget request proposes to eliminate the dedicated funding language which was included in the Consolidated Appropriations Act, 2016 (P.L. 114-113).

Full and dedicated funding for the Contract Tower Program is critical to ensuring that operations continue through FY 2017 at the 253 Federal Aviation Administration contract towers across the country. Restricting or reducing the operations of contract towers would have a substantial, negative impact on general aviation safety, the efficiency of large commercial airports, emergency medical operations, law enforcement, agriculture activities and businesses throughout the United States. In addition, many contract tower airports are located near or adjacent to military bases and manage a substantial number of military-related and national security operations, directly supporting the readiness and training of military units. In 2015, 47 percent of all military traffic at civilian airports was handled by a federal contract tower.

The contract tower program is one of the FAA's most cost-effective programs. Contract towers handle approximately 28 percent of the nation's air traffic control tower operations, yet they account for only 14 percent of the FAA's total tower operations budget. Additionally, the average contract tower operates at one-third the cost of a federal control tower, though it is held to the same standard of excellence.

Providing full and dedicated funding language for the Contract Tower Program is necessary to ensure FAA appropriately funds the program as it manages the budgetary constraints of the coming fiscal year. It will provide certainty to local communities and protect this important and long-standing aviation safety program from being targeted for disproportionate cuts or elimination of service at certain airports.

Contract Tower Program Appropriations Letter

Page 2

March 18, 2016

As Congress has done in past fiscal years, we urge you to include full and dedicated funding for the Contract Tower Program in the Fiscal Year 2017 Transportation, Housing and Urban Development, and Related Agencies Appropriations bill. Contract towers have played a central role in managing the safety and efficiency of our nation's complex airspace for over three decades, and we look forward to working with you to preserve and promote their future success.

Sincerely,



James M. Inhofe  
United States Senator



Joe Manchin III  
United States Senator



Kelly Ayotte  
United States Senator



Timmy Baldwin  
United States Senator



Richard Blumenthal  
United States Senator



Roy Blunt  
United States Senator



Maria Cantwell  
United States Senator



Ben Cardin  
United States Senator



Mike Crapo  
United States Senator



Dick Durbin  
United States Senator



Kirsten Gillibrand  
United States Senator



Mazie K. Hirono  
United States Senator



Johnny Isakson  
United States Senator



Amy Klobuchar  
United States Senator



Robert Menendez  
United States Senator



Jeff Merkley  
United States Senator



Gary C. Peters  
United States Senator



James E. Risch  
United States Senator



M. Michael Rounds  
United States Senator



Brian Schatz  
United States Senator



Jeanne Shaheen  
United States Senator



Debbie Stabenow  
United States Senator



Jon Tester  
United States Senator



David Vitter  
United States Senator





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Elizabeth Warren  
United States Senator



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Roger Wicker  
United States Senator

## Steve Guthrie

---

**From:** Steve Guthrie  
**Sent:** Tuesday, March 22, 2016 10:54 AM  
**To:** Richard R. Baird (rick@iflysun.com)  
**Subject:** FW: AAAE Security Policy Alert: Response to Terror Attacks in Brussels



**From:** Colleen Chamberlain [mailto:colleen.chamberlain@aaae.org]  
**Sent:** Tuesday, March 22, 2016 10:36 AM  
**To:** Steve Guthrie <steve@iflysun.com>  
**Subject:** AAAE Security Policy Alert: Response to Terror Attacks in Brussels



### **Response to Terror Attacks in Belgium**

**March 22, 2016**

In response to the multiple explosions in Brussels at the airport and a subway station that have killed at least 34 people, the U.S. Department of Homeland Security said it was closely



monitoring the unfolding events and "would not hesitate to adjust our security posture, as appropriate, to protect the American people." DHS reiterated that members of the public should report any suspicious activity in their communities to law enforcement authorities.

TSA also hosted a conference call with Federal Security Directors this morning to review measures to increase visible and routine security measures at airports, including police patrols in public areas, canine teams in public areas, VIPR teams with Federal Air Marshals, increased Behavior Detection Office (BDO) activity and continued contact with the Joint Terrorism Task Force and FBI.

TSA plans to host a similar call for airport operators and stakeholders later today. AAAE will share the call-in information as soon as it is available.

AAAE has been in constant contact with TSA representatives since the attack occurred. We will keep you updated as events unfold and if there any changes to the U.S. terror alert or additional measures proposed by DHS or TSA.



[Colleen Chamberlain](#), Vice President

AAAE, 601 Madison Street, Suite 400, Alexandria, VA 22314

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Sent by [colleen.chamberlain@aaae.org](mailto:colleen.chamberlain@aaae.org)

**Rick Baird**

---

**From:** Spencer Dickerson <Spencer.Dickerson@aaae.org>  
**Sent:** Friday, May 20, 2016 7:58 AM  
**To:** Spencer Dickerson  
**Subject:** Good news on contract tower funding - Full Senate Action on Appropriations  
**Attachments:** 20160318 - FY2017 Contract Tower Funding Letter to Sen Approps - Final.pdf

**TO: Airports in the FAA Contract Tower Program and ATC Contractors**

We have good news to report on contract tower funding – yesterday the full Senate approved the DOT/FAA appropriations bill for FY 2017 that includes \$159 million in statutory bill language for the FAA contract tower program. That’s the full amount of dedicated and guaranteed funding we requested that will fund all current 253 FAA contract towers, including the 16 towers in cost share program, as well as spending flexibility for FAA to hopefully add a few new start contract towers in FY ’17.

Additional, the bill includes positive statutory language that will require FAA to issue benefit/cost ratios on airports in the cost share program and airports that have applied to enter the contract tower program as of January 1, 2016.

Many thanks for everyone’s outreach to your Senators earlier this year! **One request, if you haven’t done so –** if your Senator(s) signed the attached March 18 letter (see attachment) that was sent to the leaders of the appropriations subcommittee, or if you know your Senator sent a specific request for contact tower funding to the subcommittee, we encourage you to send a short email to the staff of your Senator thanking them very much for supporting full and dedicated funding of the contact tower program. Thanks!

Spencer Dickerson, C.M.  
Senior Executive Vice President for Global Operations  
AAAE/IAAE  
601 Madison St., 4th Floor  
Alexandria, VA 22314  
phone 703/824-0500, ext. 130  
[sdickerson@aaae.org](mailto:sdickerson@aaae.org)

BOISE & GARDEN CITY MAY 20, 2016 11:50 AM

# TSA finds gun in traveler's carry-on at Boise Airport

## HIGHLIGHTS

The TSA can fine passengers \$7,500 for attempting to bring a firearm through an airport security check



*Statesman Staff*

Transportation Security Administration officers at the Boise Airport found a .380 caliber Glock 42 pistol in the carry-on bag of a male passenger traveling to Denver, according to a TSA press release sent out Friday.

The pistol wasn't loaded, but 13 rounds of ammunition were packed with the firearm. Once TSA officers saw the gun in the x-ray screens at the checkpoint, they notified Boise Police Department, according to the release.

This is the third time in 2016 TSA officers have found a firearm in the carry-on of a passenger going to Boise Airport security.

Firearms, ammunition, firearm parts and realistic replicas are prohibited in carry-on. The passenger was cited for "weapon at checkpoint." The TSA can issue a \$7,500 fine for that type of citation, according to the release.

Passengers are urged to contact their airlines about firearm policies and look at local laws regarding transporting weapons.



## MORE BOISE & GARDEN CITY

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### COMMENTS

BREAKING

✕ Close

In-depth today: Sharapova to appeal doping ban. How many more athletes will be caught?

[http://trib.com/business/ap-intruders-breach-us-airport-fences-about-every-days/article\\_72a92d84-66b4-5719-a8a9-e48954b0a555.html](http://trib.com/business/ap-intruders-breach-us-airport-fences-about-every-days/article_72a92d84-66b4-5719-a8a9-e48954b0a555.html)

AP

## AP: Intruders breach US airport fences about every 10 days

JUSTIN PRITCHARD and MARTHA MENDOZA May 25, 2016



Lenny Ignelzi

In this Friday, May 13, 2016, photo, a commercial airliner lands at San Diego International Airport, where multiple layers of razor wire topped with razor wire protects the airport grounds. An Associated Press investigation has documented perimeter breaches at some of the busiest airports in the U.S. (AP Photo/Lenny Ignelzi)

Under pressure to prevent people from sneaking onto runways and planes at major U.S. airports, authorities are cracking down — not on the intruders who slip through perimeter gates or jump over fences, but on the release of information about the breaches.

A year after an Associated Press investigation first revealed persistent problems with airports' outer defenses, breaches remain as frequent as ever — about once every 10 days — despite some investments to fortify the nation's airfields. As Americans wait in ever-longer security screening lines inside terminals, new documents show dozens more incidents happening outside perimeters than airports have disclosed. ✕ Close

At the same time, leaders at some airports and the U.S. Transportation Security Administration are saying some of the 345 incidents AP found shouldn't count as security breaches, even when intruders got deep into secure areas.

Was it a perimeter security breach in March 2015 when a woman walked past a vehicle exit gate at San Francisco International Airport and onto the tarmac, where she tried to flag down a jet for a trip home to Guatemala? No it was not, said the airport and TSA officials, who also tried to suppress information about the case.

After discussing intrusions openly at first, officials at several airports and the TSA started withholding details, arguing the release could expose vulnerabilities.

Following a two-year legal struggle with the TSA, AP has now used newly released information to create the most comprehensive public tally of perimeter security breaches. The 345 incidents took place at 31 airports that handle three-quarters of U.S. passenger travel. And that's an undercount, because several airports refused to provide complete information.

The count shows that an intruder broke through the security surrounding one of those airports on average every 13 days from the beginning of 2004 through mid-February; starting in 2012, the average has been every 9.5 days. Many intruders scaled barbed wire-topped fences or walked past vehicle checkpoints. Others crashed cars into chain link and concrete barriers.

Airport officials point out that no case involved a known terrorist plot. Police reports suggest many trespassers were disoriented, intoxicated or delusional. Some came on skateboards and bikes, while others commandeered vehicles on the tarmac. One man got into a helicopter cockpit and was preparing to take off.

Five intruders brought knives and one a loaded gun.

**✕ Close**

Over the past year, the TSA and airports have been focused less on perimeter security than on stopping weapons that passengers or baggage handlers try to sneak onto planes.

"It doesn't surprise me that people sometimes try to jump over fences to see what they can get away with," said TSA Administrator Peter Neffenger. "The question is: What's your ability to detect it and ... what might you do to mitigate that happening in the future?"

None of the airport officials would discuss how much they are spending on fortifying perimeters. Some that added security in the past year saw fewer intruders, others had more.

Altogether, there were at least 39 breaches nationwide in 2015, which also was the annual average from 2012 through 2015. The low was 34 in 2013 and the high 42 in 2012, when incidents spiked after several years hovering around 20 breaches.

Aviation security consultant Jeff Price said the TSA and airports have not done enough to address gaps in perimeter security.

"The straight-up honest answer as to why it's not being vigorously addressed? Nothing bad's happened. Yet," Price said.

Airport officials stress that the miles of fences, gates and guardhouses protecting their properties are secure and say many intruders are quickly caught.

Perimeters are not "a gaping vulnerability," said Christopher Bidwell, vice president of security at the advocacy group Airports Council International-North America. When intruders are quickly caught, "their ability to do anything nefarious isn't really there," Bidwell said. "It's being neutralized because they are actively being surveilled."

But video cameras and guards don't always spot intruders.



After eluding security and reaching parked planes at New York's John F. Kennedy International Airport, one intruder warned an airport worker in December that he "better not say" anything. Authorities never found the man, though they did arrest three others at different times in 2015, including one man who managed to drive his vehicle in with a convoy entering the airfield during a visit by Pope Francis. ✕ Close

The large airports with the most known incidents serve San Francisco (41), Las Vegas (30), Philadelphia (30) and Los Angeles (26). New York's JFK ranked 10th with 12 breaches.

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Pritchard reported from Los Angeles, Mendoza from San Francisco. Contributing were Dan Kempton in Phoenix, Monika Mathur and Alicia Caldwell in Washington, and Brian Barrett, Rhonda Shafner, Jennifer Farrar and Jacob Pearson in New York.

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Contact Justin Pritchard at <https://twitter.com/lalanewsman> and Martha Mendoza at <https://twitter.com/mendozamartha>





# The TSA Blog

<http://blog.tsa.gov>

FRIDAY, JUNE 3, 2016

## TSA Week in Review: May 27th - June 2nd - 59 Firearms, Machete, Lipstick Knife and More



**Fifty-nine firearms were discovered this week in carry-on bags around the nation.** Of the 59 firearms discovered, 51 were loaded and 20 had a round chambered. All of the firearms pictured were discovered last week. See a complete list below.

If an item looks like a real bomb, grenade, mine, etc., it is prohibited. When these items are found at a checkpoint or in checked baggage, they can cause significant delays because the explosives detection professionals must respond to resolve the alarm. Even if they are novelty items, you are prohibited from bringing them on board the aircraft. Inert/Replica grenades were discovered this week in carry-on bags at Newark (EWR), Gulfport (GPT), Seattle (SEA) and Albany (ALB). An inert grenade was also discovered in a checked bag at Salt Lake City (SLC).

### ABOUT THIS BLOG

The purpose of this blog is to communicate with the public about all things TSA related. Check in regularly for "TSA Travel Tips" and our end of week "TSA Week in Review" posts on Fridays.

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From left to right, these grenades were discovered at: ALB, EWR, GPT and SLC.



Two inert rounds were discovered in checked bags this week. A 30mm A-10 Warthog shell was discovered at Birmingham (BHM). A 25mm round was discovered at Sonoma (STS).



A lipstick knife was discovered in a carry-on bag at Albuquerque (ALB).



An 11-inch machete was discovered in a carry-on bag at Billings (BIL).

Checkpoint Expe...

- ▶ Jun 01 (1)
- ▶ May (9)
- ▶ April (7)
- ▶ March (7)
- ▶ February (8)
- ▶ January (8)
- ▶ 2015 (88)
- ▶ 2014 (94)
- ▶ 2013 (104)
- ▶ 2012 (118)
- ▶ 2011 (93)
- ▶ 2010 (88)
- ▶ 2009 (89)
- ▶ 2008 (126)

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In addition to all of the other prohibited items we find weekly in carry-on bags, our officers also regularly find firearm components, realistic replica firearms, bb and pellet guns, airsoft guns, brass knuckles, ammunition, batons, stun guns, small pocketknives and many other prohibited items too numerous to note.

When packed properly, ammunition can be transported in your checked baggage, but it is never permissible to pack ammo in your carry-on bag. You can travel with your firearms in checked baggage, but they must first be declared to the airline.

[You can go here for more details on how to properly travel with your firearms.](#) Firearm possession laws vary by state and locality. Travelers should familiarize themselves with state and local firearm laws for each point of travel prior to departure.

Unfortunately these sorts of occurrences are all too frequent which is why we talk about these finds. Sure, it's great to share the things that our officers are finding, but at the same time, each time we find a dangerous item, the line is slowed down and a passenger that likely had no ill intent ends up with a citation or in some cases is even arrested. The passenger can face a penalty as high as \$11,000. This is a friendly reminder to please leave these items at home. Just because we find a prohibited item on an individual does not mean they had bad intentions; that's for the law enforcement officer to decide. In many cases, people simply forgot they had these items.

\*In order to provide a timely weekly update, this data is compiled from a preliminary report. The year-end numbers will vary slightly from what is reported in the weekly updates. However, any monthly, midyear or end-of-year numbers TSA provides on this blog or elsewhere will be actual numbers and not estimates.

**Read our 2015 Year in Review post!** If you haven't read them yet, make sure you check out our year in review posts for [2011](#), [2012](#), [2013](#), and [2014](#). Follow [@TSA](#) on [Twitter](#) and [Instagram](#)!

**Bob Burns**  
TSA Social Media Team

Firearms Discovered in Carry On Bags <i>(Not Checked Baggage)</i>				
Date	Airport	Caliber	Loaded	Round Chambered
5/27/2016	ELP	40	Y	N
5/27/2016	MDU	380	Y	N
5/27/2016	IWA	380	Y	N
5/27/2016	ABE	348	N	Y
5/27/2016	AIS	380	Y	N
5/27/2016	DFW	380	Y	Y
5/27/2016	RDJ	9mm	Y	N
5/27/2016	SAT	380	Y	N
5/27/2016	LAX	38	Y	N
5/27/2016	DEN	?	Y	N
5/27/2016	DEN	?	Y	Y
5/27/2016	FLL	9mm	Y	N
5/27/2016	DCA	9mm	Y	Y
5/27/2016	ATL	380	Y	N
5/27/2016	SEA	12	Y	N
5/28/2016	ATL	380	Y	N
5/28/2016	SGF	9mm	Y	N
5/28/2016	JAX	380	Y	N
5/28/2016	DTW	380	Y	Y
5/28/2016	IND	38	Y	N
5/29/2016	SLC	380	Y	N
5/29/2016	MCO	380	N	N
5/29/2016	BHI	357	N	N
5/29/2016	PHX	9mm	N	N
5/29/2016	DTW	25	N	N
5/30/2016	BOS	22	Y	Y
5/30/2016	AHQ	22	Y	Y
5/30/2016	PHX	9mm	Y	Y
5/30/2016	MIA	4	Y	N
5/31/2016	HOU	12	N	N
5/31/2016	DFW	282	Y	Y
5/31/2016	BDJ	380	Y	N
5/31/2016	SAT	9mm	Y	Y
5/31/2016	SLC	22	Y	N
5/31/2016	OAK	45	N	N
5/31/2016	BNA	38	Y	N
5/31/2016	LAD	9mm	Y	Y
6/1/2016	SLC	9mm	Y	N
6/1/2016	GNV	380	Y	Y
6/1/2016	AVL	22	N	N
6/1/2016	DEN	?	N	N
6/1/2016	DAL	9mm	Y	N
6/1/2016	SGF	22	Y	N
6/1/2016	PIE	9mm	Y	N
6/1/2016	DEN	9mm	Y	N
6/1/2016	FWA	45	Y	Y
6/2/2016	FLL	9mm	Y	Y
6/2/2016	DTW	380	Y	N
6/2/2016	LAH	45	Y	N
6/2/2016	DFW	45	Y	Y
6/2/2016	DEN	9mm	Y	N
6/2/2016	BWI	22	N	N
6/2/2016	DEN	?	Y	Y
6/2/2016	MYS	9mm	Y	N
6/2/2016	AMA	45	Y	N
6/2/2016	LBB	380	Y	Y
6/2/2016	MDT	350	Y	Y
6/2/2016	MSY	380	Y	Y
6/2/2016	ANC	45	Y	Y

Loaded	Unloaded	Chambered
51	8	20

**Total Firearms - \*59**





## Report on TSA security risks pressures House to act on FAA bill



Getty Images

By Melanie Zanona - 06/01/16 02:26 PM EDT

The Transportation Security Administration (TSA) needs to update its formal process for addressing potential security risks and insider threats at airports, according to the Government Accountability Office (GAO).

The new report — released less than two weeks after an EgyptAir plane traveling from Paris to Cairo crashed, possibly due to a terrorist attack — could ratchet up pressure on lawmakers to pass Senate legislation that strengthens airport security.

The GAO report says the TSA should update its strategy for securing perimeters and security-restricted areas; update its risk assessment for airport security, and determine and implement a method for when the agency needs to conduct new risk assessments.

"TSA has made progress in assessing the threat, vulnerability, and consequence components of risk to airport perimeter and access control security," the report says. "However, TSA has not updated this assessment to reflect changes in the airport security risk environment, such as TSA's subsequent determination of risk from the insider threat — the potential of rogue aviation workers exploiting their credentials, access, and knowledge of security procedures throughout the airport for personal gain or to inflict damage."

Insider threats have been linked to a number of high-profile security lapses, including a gun-smuggling operation uncovered in Atlanta and a downed Russian Metrojet airliner last year.

Lawmakers have addressed the issue with legislation, but the proposals have not become law yet.

Sen. John Thune (R-S.D.), chairman of the Transportation Committee, is seizing on the latest GAO report to trumpet his Senate-passed reauthorization of the Federal Aviation Administration (FAA), which contains numerous provisions to beef up airport security.

In the wake of the terrorist attacks on a Brussels airport and subway in March, lawmakers added language to the FAA bill that would enhance the vetting process for airport employees, increase the number of bomb-sniffing dogs and allow the TSA to donate unneeded security equipment to foreign airports with direct flights to the U.S.

"This new GAO report further underscores the need for the House to put the security focused aviation legislation passed by the Senate on the floor for a vote," Thune said in a statement. "Critical safety reforms, in a bill that passed the Senate 95-3, shouldn't face substantial delays over provisions that do not have enough support to become law this year."

A house version of the bill, which does not have the same security provisions but contains a contentious proposal to privatize air traffic control, has been stalled since it advanced out of committee in February.

House Transportation and Infrastructure Committee Chairman Bill Shuster (R-Pa.) has not yet indicated whether he will try to move ahead with his own FAA bill, take up the Senate version or pass a short-term patch.

But Thune has been clear that he does not want to move ahead without the added provisions.

"It's time for the House to act and avoid a short-term extension of aviation authorities that doesn't address aviation safety and security," Thune said.

**TAGS:** John Thune

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# ORANGE COUNTY REGISTER

## How to quickly improve the airport security screening mess

By [ROBERT POOLE](#)

2016-06-03 12:47:03



The Transportation Security Administration's website showed delays of "31+ minutes" to get through airport security lines at John Wayne Airport and Los Angeles International Airport's security checkpoints on a recent Thursday morning.

A few weekends ago, it took passengers two hours to pass through security at Chicago's O'Hare International Airport, causing 450 people to miss their American Airlines flights. During the week of Spring Break, March 14-20, American Airlines said 6,800 passengers missed their flights because of security lines – and that's just one airline's customers.

TSA is taking some action to speed up the lines, firing its head of security and installing Darby LaJoye into the position. LaJoye has managed security at two of the country's busiest airports, including LAX.

TSA also got more money, with Congress agreeing to quickly (by government standards) shift \$34 million to help TSA hire and train 768 new officers and to pay overtime for current screeners this year. Unfortunately, this is unlikely to make a big difference during most of the approaching busy summer travel period.

One of TSA's primary excuses for the long wait times is that it has far fewer airport security screeners than it used to. That is true; its screener workforce has declined by 12 percent, from 47,630 in 2011 to 41,928 in 2016. Meanwhile, the number of people flying increased by more than 11 percent during that same period.

The agency has blamed budget cuts, but TSA's staffing problems are partly its own making.

TSA reduced its workforce, in part, because it expected millions more travelers to sign up for much faster PreCheck lanes, which allow "trusted travelers" who have undergone background checks to go through an abbreviated security check. However, the agency has repeatedly delayed efforts to recruit people into the PreCheck program, resulting in low sign-ups and more people in the regular security lines than TSA forecast.

The best quick-fix for the summer security lines was put forth by Mississippi Democratic Rep. Bennie Thompson, the ranking member of the House Homeland Security Committee, who urged TSA to reassign its Behavior Detection Officers to regular checkpoint screening duties. BDOs, mostly former checkpoint screeners who have received a few extra days of training, are supposed to look for and identify high-risk suspects.

However, audits by the Government Accountability Office and other outside experts find zero evidence that BDOs add any meaningful value to airport security or that they have any success spotting terrorists. There are about 3,000 BDOs on TSA's payroll, and most of them already know how to do checkpoint screening, so reassigning them now would quickly add several thousand trained screeners to help shorten this summer's lines.

Over the longer term, US airports should look to opt out of TSA-provided screening, as San Francisco, Kansas City and 20 smaller airports have already done. These airports hire certified, private security companies, overseen by TSA, to provide screening services.

The largest opt-out airport—San Francisco International—has not had serious screening delays this year. In contrast, nearby San Jose International, which uses TSA screeners, has been plagued by screening delays.

TSA-certified private screening companies are much better than TSA at matching their screener staffing numbers to peak passenger flows, partly by making greater use of part-timers to handle peak flying periods.

That's also how it is done in the rest of the world. In most major airports in Europe, passenger screening is an airport's responsibility, not that of the national government. The governments oversee and regulate the process by setting and enforcing the standards for screening. All Canadian airports use government-supervised private companies for screening.

With some U.S. airports encouraging passengers to arrive three hours before their flights so they have time to get through security, and with travel groups forecasting a record number of flyers this summer, it's time to focus on both short- and long-term fixes for TSA and airport security.

*Robert Poole is director of transportation policy at Reason Foundation, where he's advised four presidential administrations on transportation issues.*

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## Rick Baird

**From:** Barbara Cook <barbara.cook@aaae.org>  
**Sent:** Tuesday, May 31, 2016 9:03 PM  
**To:** Rick Baird  
**Subject:** Airport Report Today, June 1, 2016



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<a href="#">Legislation Introduced To Address Security Checkpoint Lines</a>	<a href="#">GLO To Begin New Orleans-Destin/Fort Walton Beach Service</a>
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### \* **DHS Requests Additional Funding To Bolster Checkpoint Screening**


DHS Secretary Jeh Johnson late last week announced his Department has requested that Congress shift funds for a second time this year to meet challenges at security screening checkpoints. The request to reprogram \$28 million in fiscal year 2016 funding would allow TSA to convert 2,784 transportation security officers (TSOs) from part-time to full-time status at the nation's 20 busiest airports and give TSA the ability to screen almost 82,000 additional passengers per day, according to Johnson.

Key Senate Appropriations Committee leaders quickly announced their approval of the request. In a statement, Senate DHS Appropriations Committee John Hoeven (R-N.D.) and Ranking Member Jeanne Shaheen (D-N.H.) indicated that the extra resources would also allow TSA to hire 600 more screeners in addition to the conversion of part-time screeners to full-time positions. They added that they approved of the transfer of funds because "TSA needs to continue to reduce traveler wait times and ensure security to safeguard the traveling public." House leaders have yet to act on the request.


**FEATURED MEETING**

**AAAE Airport Law Enforcement Officer Training School**  
August 9 - 11, 2016 | Alexandria, VA

Prime Partners are AAEE corporate member companies that work with the association to support the airport community.



AAAE Prime Partner



**UPCOMING EVENTS**



Congress recently approved DHS' initial request to reprogram \$34 million of fiscal year 2016 funds. Those funds have allowed TSA to expedite the hiring of 768 new TSOs and to pay additional overtime to the existing TSO workforce. TSA Administrator Peter Neffenger testified last week that these additional screeners will be in place by June 15.

## ✱ Legislation Introduced To Address Security Checkpoint Lines

Long screening checkpoint lines at airports remain a major focus in Congress, with several notable developments last week. Transportation Security Subcommittee Chairman John Katko (R-N.Y.) introduced legislation, the Checkpoint Optimization and Efficiency Act of 2016, to address long lines at screening checkpoints.

The bill would address the TSA staffing model, shift some behavior detection officers to travel document checking duties, give federal security directors more staffing flexibility and calls for an expansion of the PreCheck expedited screening program.

The measure closely follows a number of important recommendations made by airports, AAAE, ACI-NA, and air carriers. AAAE is supportive of the measure. AAAE also continues to work closely with airports, members of Congress and TSA officials to address the situation of screening lines at airports.

Separately, House Homeland Security Committee Ranking Member Bennie Thompson (D-Miss.) and House Transportation and Infrastructure Committee Ranking Member Peter DeFazio (D-Ore.) introduced a bill to ensure money raised by the passenger security fee is used to fund TSA aviation screening. That money, some of which was put toward deficit reduction in a 2013 budget deal, totals \$14.2 billion for FY 2016-25, according to a summary of the bill.

In the Senate, Sen. Cory Gardner (R-Colo.) introduced legislation to create two pilot programs focused on increasing efficiency and security at airports and establishing prototypes for new and innovative screening techniques. His bill, the SCREEN FAST Act, also directs the TSA to report to Congress on the pilot programs and makes it easier for airports to work with TSA when it comes to acquiring new equipment for screening.

## Chicago O'Hare Bonds Upgraded



Fitch Ratings has upgraded its rating on the city of Chicago O'Hare International Airport's approximately \$6.4 billion senior lien general airport revenue bonds (GARB) to A from A minus. In addition, Fitch affirmed its A rating for the approximately \$595.6 million PFC revenue bonds. The rating outlook on both the GARBs and PFCs is stable.

The upgrade reflects continued favorable progression of airport capital programs, with overall costs continuing to remain in line within existing budgets while airport traffic is trending in a steadily positive direction. The airport benefits from the strong

**23rd Annual AAAE/FAA Airfield Safety, Sign Systems and Maintenance Management Workshop**  
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**USTDA U.S./China Aviation Summit**  
June 19 - 21, 2016 | Washington, DC  
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June 20 - 22, 2016 | Orlando, FL  
**AAAE/USCTA/FAA Contract Tower Workshop**  
June 22 - 23, 2016 | Washington, DC  
**AAAE Emergency Exercise Workshop**  
June 23 - 24, 2016 | Orlando, FL  
**AAAE Arts in the Airport Workshop**  
June 27 - 29, 2016 | Minneapolis, MN  
**AAAE/IAAE/GAMA/FAA Transatlantic Aviation Issues Conference**  
June 28 - 30, 2016 | Brussels, Belgium  
**AAAE/ACI-NA Cybersecurity: Assessing Threats to Aviation Conference**  
June 28 - 29, 2016 | Herndon, VA  
**AAAE/SC Chapter AAAE Loretta Scott, A.A.E. Accreditation/Certification Academy**  
July 10 - 16, 2016 | Alexandria, VA  
**AAAE Airport Wildlife Manager's Course**  
July 11 - 14, 2016 | Minneapolis, MN

## Rick Baird

**From:** Barbara Cook <barbara.cook@aaae.org>  
**Sent:** Friday, June 03, 2016 4:18 PM  
**To:** Rick Baird  
**Subject:** Airport Report Today, June 6, 2016



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<a href="#">Agreement Signed For LaGuardia's Terminal B Redevelopment</a>	<a href="#">Here's A Way To Track Employee Training Records Automatically</a>
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### IATA Increases Profit Estimate For Global Carriers

The International Air Transport Association (IATA) has revised its 2016 financial outlook for global air transport industry profits to \$39.4 billion, from the \$36.3 forecast in December 2015.

Over half of the industry profits will be generated in North America while African carriers are forecast to continue generating an overall loss.

"Lower oil prices are certainly helping — though tempered by hedging and exchange rates," stated Tony Tyler, IATA's director general and CEO. He also noted that, "New value streams are increasing ancillary revenues. And joint ventures and other forms of cooperation are improving efficiency and increasing consumer choice while fostering robust competition."

Separately, IATA announced that Alexandre de Juniac, chairman and CEO of Air France-KLM, was confirmed to succeed Tyler as IATA's new director general and CEO. His appointment is effective Sept. 1.

#### HIGHLIGHT


##### AVIATION LEADERS TO SPEAK AT AAAE/IAAE UNCONFERENCE

A leadership panel of U.S. and Canadian airport CEOs will discuss the issues that impact their facilities today and their expectations for the future at the AAAE/IAAE-Canada 2016 Aviation Unconference to be held August 23-25 in Ottawa, Ontario, Canada, at Marriott's Delta Ottawa City Centre hotel.

Confirmed members of the CEO panel so far are: Susan Kurland, deputy commissioner, Chicago Department of Aviation; Chelle Cameron, CEO, Philadelphia International Airport; Lance Lyttle, managing director-aviation, Port of Seattle; Andrew O'Brian, president and CEO, Quiport SA; and Tom Ruth,

## Rick Baird

**From:** Barbara Cook <barbara.cook@aaae.org>  
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<a href="#">GAO: TSA Assessment of Access Control, Perimeter Security Flawed</a>	<a href="#">Piedmont Airlines Teamsters Reach Tentative Agreement</a>
<a href="#">Tucson Airport Initiates Improvement Project</a>	<a href="#">BWI Unveils CPR Training Kiosk</a>
<a href="#">Austin Bergstrom Begins Nine-Gate Expansion</a>	<a href="#">Phoenix-Mesa Gateway Names Interim Director</a>

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### [House Passes Bill Addressing Checkpoint Lines](#)

The House Tuesday passed legislation from House Transportation Security Subcommittee Chairman John Katko (R-N.Y.) aimed at addressing screening checkpoint challenges.

The Checkpoint Optimization and Efficiency Act of 2016 - H.R. 5338 - was introduced last month after several hearings and roundtables that included input from airports and other aviation industry officials. The bill would create more transparency with the TSA staffing model, shift some behavior detection officers to travel document checking duties, give federal security directors more local staffing flexibility, establish local working groups with TSA and aviation stakeholders to address staffing issues and expedite the expansion of the PreCheck program.

The legislation closely follows a number of important recommendations made by airports, AAAE, ACI-NA and air carriers. AAAE is supportive of the measure.

"As public entities, airports are committed to working with TSA and our industry partners to ensure the highest levels of safety, security, and efficiency for the traveling public," AAAE wrote in the letter to Chairman Katko. "We are grateful for

**FEATURED MEETING**

**AAAE/AMCG Sponsor Assurances, Leasing Policies and Minimum Standards Workshop**  
August 23 - 24, 2016 | Denver, CO

Prime Partners are AAAE corporate member companies that work with the association to support the airport community.



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**23rd Annual AAAE/FAA Airfield Safety, Sign Systems and Maintenance**

the attention you have given to checkpoint wait times and other pressing issues, and we look forward to continuing our work with you, the Congress, and Administrator Neffenger to achieve our shared goals of protecting and serving the nation's air travelers."

## TSA Neffenger Testifies On Security Checkpoint Lines

TSA Administrator Peter Neffenger testified Tuesday before the Senate Homeland Security and Governmental Affairs Committee about long screening checkpoint lines at airports.

Administrator Neffenger outlined the performance of checkpoints during the busy Memorial Day travel weekend. Ninety-nine percent of flyers waited 30 minutes or less to be screened and 93 percent waited 15 minutes or less, according to TSA. In PreCheck expedited screening lanes, Neffenger said that 95 percent of people made it through in five minutes or less.

Neffenger also outlined what he said were four key actions that helped TSA shift resources and staff around to address long lines at airports: 1) Congress approving the reallocation of \$34 million in fiscal year 2016 DHS funding to provide overtime for and hire additional TSOs; 2) TSA's strategic focus on the seven busiest U.S. airports; 3) the creation of the National Incident Command Center to monitor lines; and 4) daily phone calls with airports, airlines and related stakeholders to assess the line situation.

During the hearing, Sen. Kelly Ayotte (R-N.H.), chair of the Commerce Committee's Aviation Operations Subcommittee pushed for passage of pending FAA reauthorization legislation, which includes a number of aviation security provisions to address the insider threat and encourage PreCheck expansion. Committee members also raised questions about the Screening Partnership Program and the impact of bag fees on checkpoint lines.

Sen. Jon Tester (D-Mont.) and Senator Ayotte expressed concern about the insider threat and pressed Neffenger for assurances that the agency is actively addressing vulnerabilities with aviation workers. Tester asked Neffenger if aviation workers were screened to the same standard as passengers and whether or not he was comfortable with the current approach. As he has done when asked about this topic in other hearings, Neffenger pointed out that aviation workers are a known population subject to continual vetting. He added that workers are also subject to screening through magnetometers at some airports as well as stadium-type screening, and random inspections. When asked about his comfort level, Neffenger said that progress is being made but there is more work to be done.

## GAO: TSA Assessment of Access Control, Perimeter Security Flawed

The Government Accountability Office (GAO) last week issued a report that found TSA needs to formalize its process for assessing airport employee access control and perimeter security plans, prompted additional media stories on aviation security.

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**AAAE Arts in the Airport Workshop**  
June 27 - 29, 2016 | Minneapolis, MN  
**AAAE/ACI-NA Cybersecurity: Assessing Threats to Aviation Conference**  
June 28 - 29, 2016 | Herndon, VA  
**AAAE/SC Chapter AAEE Loretta Scott, A.A.E. Accreditation/Certification Academy**  
July 10 - 16, 2016 | Alexandria, VA  
**AAAE Airport Wildlife Manager's Course**  
July 11 - 14, 2016 | Minneapolis, MN  
**AAAE/ACI-NA Summer Legislative 'Fly-In'**  
July 12 - 13, 2016 | Washington, DC

Senate Commerce Committee Chairman John Thune (R-S.D.) used the report, "Aviation Security: Airport Perimeter and Access Control Security Would Benefit from Risk Assessment and Strategy Updates," to call on the House to pass the Senate's FAA reauthorization bill that includes language addressing airport employee access control and perimeter security.

"This new GAO report further underscores the need for the House to put the security focused aviation legislation passed by the Senate on the floor for a vote," Thune said. "Critical safety reforms, in a bill that passed the Senate 95-3, shouldn't face substantial delays over provisions that do not have enough support to become law this year. It's time for the House to act."

Rep. Bill Keating (D-Mass.), who has been active on perimeter security issues, said he will continue to push for his perimeter security legislation: "I have recently introduced legislation entitled the Airport Perimeter and Access Control Security Act of 2016 that will continue moving the ball forward until our airport perimeters are as secure as they can be."

### **Tucson Airport Initiates Improvement Project**

The Tucson Airport Authority (TAA) this week broke ground on its \$28.3 million improvement project at Tucson International. The project was approved by the TAA Board of Directors in April with a construction agreement with Sundt Construction.

"This is a very exciting time for Tucson International Airport," authority President and CEO Bonnie Allin, A.A.E., said. "This is something that we've been looking forward to. The security and customer amenity enhancements 'A Brighter TUS' brings to the airport will greatly improve our customer experience. We're thrilled to officially get going on this."

The 18-month project includes relocation and expansion of the security screening checkpoints, enhanced concession and revenue opportunities, the upgrade of critical building systems, and maximizes use of under-utilized space.

### **Austin Bergstrom Begins Nine-Gate Expansion**

Austin-Bergstrom International Airport has begun a nine-gate expansion project on the east end of the Barbara Jordan Terminal, with the closing and reconfiguration of Gate 4. The gate closure will allow the setup of four temporary gate bridges to continue normal passenger services during the expansion.

The current Gate 4 boarding bridge will be removed and new elevated walkways will be constructed extending beyond the terminal, to safely move people and planes away from the construction area.

### **Fitch Rates RIAC's Airport Bonds**

Fitch Ratings has assigned a triple B plus rating to the \$48 million airport revenue bonds, 2016 series D and \$4 million series E issued by the Rhode Island Commerce Corporation on behalf of the Rhode Island Airport Corporation (RIAC). The ratings





## AVIATION NEWS TODAY



Wednesday, June 8, 2016 - 15:29ET

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### Senate Bill Would Add Funds For TSA

May 24, 2016 09:05 PM

The Senate Homeland Security Appropriations Subcommittee on Tuesday approved its fiscal year 2017 funding blueprint for DHS and its component agencies, including TSA and Customs and Border Protection.

Details of the draft bill have yet to be made public, however, the subcommittee chairman indicated that the measure includes a total of \$7.7 billion for TSA, which is \$228 million above the fiscal year 2016 funding level and \$79 million more than was requested by the Obama Administration. The extra resources would allow TSA to hire an additional 1,344 new screeners, deploy 50 new canine teams, procure new explosives trace detection equipment and fund the efforts of the agency's Innovation Task Force, which is focused on bringing technological advances to screening checkpoints. The proposed funding would materialize in the new fiscal year that begins Oct. 1.

The draft measure will be considered May 26 by the Senate Appropriations Committee.



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## 1. Introduction

In accordance with the Master Plan's "dual path" approach, the purpose of this chapter is to document and re-evaluate (as needed) sites that have been previously identified as potential replacement sites for the Friedman Memorial Airport (SUN) once the Airport outgrows its current footprint. To this end, this chapter first summarizes the 2006 Feasibility Study and then the 2008 Environmental Impact Statement (EIS) Phase I Planning Study. Based on the 2008 EIS Phase I Planning Study, three sites (4, 10a, and 12) were identified to be carried forward into the EIS process for further evaluation. All replacement airport sites identified by these two studies are included and summarized herein to ensure nothing is inadvertently overlooked in the future. Please note that the scope of work for this effort does not include the identification of additional replacement airport sites.

The majority of the evaluation criteria identified by previous planning efforts were reviewed and determined to still be sufficient to evaluate the alternatives. Four of the more "technical" screening criteria are re-visited/updated by this chapter in an effort to ensure current industry/local conditions and planning/design standards are reflected in any future alternatives evaluation. These four screening criteria are:

- Ability to Meet Updated Airport Facility Requirements (as presented in this Master Plan)
- Ability to Prove Sponsorship/Location within Blaine County
- Expansion Opportunity
- Ability to Meet CAT I Approach Capabilities

Two of these four screening criteria (sponsorship and CAT I Approach capabilities) are updated herein to document the additional work done by the Sponsor and FAA subsequent to the completion of the 2008 EIS Phase I Planning Study. The ability to meet updated airport facility requirements and the continued ability to provide for expansion opportunities were also updated and validated to ensure all the alternatives continue to meet ongoing planning efforts and current conditions. This process resulted in the survival of only two sites (10a and 12) as opposed to the three sites identified by the 2008 EIS Phase I Planning Study. Site 4 was eliminated due to the inability to provide for a Category I Approach and Missed Approach (200-foot ceiling and ½-mile visibility), which was based on an additional analysis conducted by the FAA subsequent to the completion of the 2008 EIS Phase I Planning Study.

Section 1.5 (Summary of Alternative Evaluation Considerations) of this chapter presents a potential alternative outcome based on a set of "other considerations/possibilities," including (1) the likely inability to successfully develop a replacement airport on Bureau of Land Management (BLM) property, (2) the possibility of proceeding with a site that is only able to provide for a Category I Approach and Missed Approach (with a higher than 200-foot ceiling and ½-mile visibility), and (3) the potential to make Site 17 a viable site. Based on this optional evaluation scenario, Site 12 is the most viable site, followed by Site 17 (if it can be adjusted to achieve a "full" Category I Approach), Site 4 (if higher

Category I Approach ceilings/minimums are acceptable to the FAA), and then Site 5 (if only one CAT I Approach is acceptable and it has high ceiling/minimums).

## **Key Terms**

Definitions for several key terms used throughout this chapter are provided below. A Glossary will accompany the finalized Master Plan and will provide definitions for technical terminology and acronyms used in the document.

**Bureau of Land Management (BLM)** – Consists of an agency within the United States Department of the Interior that administers more than 247.3 million acres of public lands in the United States, which constitutes one-eighth of the landmass of the country.

**Category I Approach Instrument Landing System (CAT I ILS)** – Precision instrument approach and landing with a typical decision height no lower than 200 feet and with a visibility of no less than ½ mile.<sup>1</sup>

**Category C Aircraft Operations** – Refers to Aircraft Approach Category (AAC) C operations, which is a grouping of aircraft based on a reference landing speed of 121 to 141 knots, if specified, or 1.3 times the stall speed at the maximum certificated landing weight.

**Category D Aircraft Operations** – Refers to Aircraft Approach Category (AAC) D operations, which is a grouping of aircraft based on a reference landing speed of 141 to 166 knots, if specified, or 1.3 times the stall speed at the maximum certificated landing weight.

**Environmental Impact Statement (EIS)** – An EIS is a document that provides a discussion of the significant environmental impacts which would occur as a result of a proposed project, and informs decision-makers and the public of the reasonable alternatives which would avoid or minimize adverse impacts. Public participation and consultation with other Federal, state, and local agencies is a cornerstone of the EIS process.

**Fixed Base Operator (FBO)** – A business located on the Airport that provides services such as hangar space, fuel, flight training, repair, and maintenance to airport users.

**General Aviation (GA)** – Generally, those United States-registered civil aircraft, which operate for private and noncommercial purposes and whose operations are not governed by Parts 119, 121, 125, or 135 of the *Federal Aviation Regulations*. General aviation aircraft range from small single-engine propeller aircraft to large turbojet private aircraft.

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<sup>1</sup> Other ILS CAT approaches such as CAT II and III are also described in Section 1.1.2.3, *Identification of Facility Requirements*. CAT I analysis was primarily used in this write-up.



## 1. Introduction

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**Instrument Landing System (ILS)** – An electronic system installed at some airports, which helps guide pilots to runways for landing during periods of limited visibility or adverse weather.

**National Environmental Policy Act of 1969 (NEPA)** – The original legislation establishing the environmental review process for proposed Federal actions.

**NAVAIDs (Navigational Aids)** – Any facility used by an aircraft for navigation.

**United States Geological Survey (USGS)** – is a scientific agency of the United States government. The scientists of the USGS study the landscape of the United States, its natural resources, and the natural hazards that threaten it.

### **1.1 History of Replacement Airport Site Analyses**

Over the years, SUN has undertaken significant steps to maintain a safe and efficient aviation facility. However, the significant limitations at the current airport site are clear, and their impact has been fully studied and documented in numerous analyses conducted over many years (starting in 1976). The findings of these analyses make it clear that the long-term viability of the existing airport site is questionable; therefore, the next step is always to identify future possible replacement sites, for such time it is deemed necessary to relocate the Airport. Replacement airport sites were first studied in the 1983 Airport Master Plan, and then more recently looked at by the 2004 Master Plan Update, 2006 Feasibility Study, and the Environmental Impact Study (EIS) Phase I Plan of Study (2008).

The following two Studies contain the most recent documentation of potential replacement sites for SUN and are summarized below:

- Feasibility Study (2006)
- EIS Phase I Plan of Study (2008)

#### **1.1.1 Review/Summary of Feasibility Study (2006)**

The 2004 FMA Master Plan Update was initiated to identify and evaluate potential options to address the ARC C-III compliance issues resulting from the increase in unscheduled Category (CAT) C and D operations, as well as scheduled airline service using CAT C aircraft. A series of alternatives were developed to address safety standards for existing operations and necessary facility improvements to accommodate forecast demand. While some of the improvements were possible within the existing property boundary, most of the options required significant expansion at the existing site.

Recognizing the impracticality of addressing safety standards and needed facility improvements at the existing site, the Friedman Memorial Airport Authority (FMAA) initiated the 2006 Feasibility Study to identify a suitable site for a replacement airport that would address safety standards and facility requirements for existing and future demand levels. The 2006 Feasibility Study identified a study area boundary, the required size of a replacement airport, a description of possible sites, as well as, the screening and evaluation of alternatives and financial feasibility

analysis. The criteria used for selecting other viable sites for the alternate airport included geographic proximity to the current airport, Instrument Landing System (ILS) service capability in all weather conditions, ability to meet FAA safety and design standards, and the ability to accommodate current and future aircraft operations.

### **Study Area Boundary**

The study area for the 2006 Feasibility Study was initially defined to include the area that was within a 60-minute drive time of the Airport users. The basis for the 60-minute drive time limit was identified as a generally accepted industry standard for travel time to an airport.

The center of activity in the Wood River Region had historically been the Sun Valley Resort. Therefore, the initial 60-minute drive time identified for the 2006 Feasibility Study was based upon the assumption that the majority of the Airport users were located in Sun Valley. However, while the resort and the communities of Sun Valley and Ketchum continue to have a significant impact on the Blaine County economy, development to the south in cities such as Hailey, Bellevue, and Carey represent a shift in growth patterns from historic norms.

As a result, the 2006 Feasibility Study recognized the fact that the siting of the replacement airport must consider: (1) the impact of the potential demand associated with new development in the southern portion of Blaine County, as well as (2) the long established demand driven by Sun Valley. Therefore, the sites considered in the screening were all within a 60-minute drive time of Hailey and Sun Valley.

### **Replacement Airport Size/Desired Footprint**

The 2006 Feasibility Study utilized a template based on approximately 600 acres, configured to encompass the following:

- One 8,500-foot primary runway
- One full-length parallel taxiway with connecting taxiways
- Associated safety areas, protection zones, and clearance setbacks as required for ARC C-III airport design standards
- Aircraft parking aprons with access taxiways
- Areas for terminal facilities, ARFF equipment and storage, maintenance equipment storage, and additional support facilities
- Areas for GA uses including an FBO and/or private hangars

The template was placed over top the United States Geological Survey (USGS) maps and oriented to minimize topography impacts, while considering observed and prevailing winds. At the end of the process, 16 candidate sites were identified for inclusion in the site selection analysis.

## **Overview of Sites Identified in Site Selection Study**

As mentioned above, candidate sites were selected by placing a 600-acre template on USGS mapping to evaluate the sites ability to accommodate the proposed facilities. The following is a brief location description of each of the 16 sites.

- Site 1 – Flying Hat Ranch located between the cities of Hailey and Bellevue along Idaho State Highway 75
- Site 2 – Diamond Dragon Ranch located northwest of the intersection of U.S. 20 and State Highway 75, and south of the Baseline Road alignment
- Site 3 – Located adjacent to Pero Road in the northern portion of the area created by State Highway 75 on the west, U.S. 20 on the south, and Gannett Picabo Road/State Route 23 on the east, known locally as The Triangle
- Site 4 – Also located in The Triangle, Site 4 is situated north of the U.S. 20 alignment between Schoessler Lane and Price Lane
- Site 5 – Also located in The Triangle, Site 5 is in the southeast corner, north of the U.S. 20 Alignment near the intersection of U.S. 20 and Pumpkin Center Road
- Site 6 – Located to the south of U.S. 20 between Picabo Desert Road and Cutoff Road
- Site 7 – Queens Crown, located north of the U.S. 26/93 alignment near the intersection with Cutoff Road
- Site 8 – Mid Lava, located along the border of Blaine and Lincoln counties, between State Highway 75 and U.S. 26/93
- Site 9 – Located along the northern border of Lincoln County east of State Highway 75
- Site 10 – Sonners Flat is also located in the southern portion of Blaine County, east of State Highway 75 and north-northeast of Wedge Butte
- Site 11 – Magic Reservoir, located south of the U.S. 20 alignment, west of Magic Reservoir in the area where Cottonwoods Road and Macon Flat Road intersect
- Site 12 – Located along the border of Blaine and Camas counties, north of the U.S. 20 Alignment and east of County Line Road
- Site 13 – Located in Camas County, Site 13 is north of the U.S. 20 Alignment, in the area of Princess Mine Road
- Site 14 – Also located in Camas County, Site 14 is located south of the U.S. 20 Alignment and East of SR 46; in the area of Bahr Ranch Road
- Site 15 – Located on the north side of U.S. 20; in the area of Rands Road

- Site 16 – Located north of U.S. 20 off Camp Creek Road near the historic mining town of Doniphan

The 16 potential sites identified by the study are illustrated on **Exhibit 1.1-1**.<sup>2</sup>

### **Review of Site Selection Criteria used in the Study**

The 16 potential sites identified by the 2006 Feasibility Study were analyzed using two levels of screening criteria and ranked according to compliance with the suggested evaluation criteria. Initial screening was based on six criteria that consisted of land area, clear airspace, department of transportation 4(f) lands, wetlands, special status species, and land use compatibility. The Study's Advisory Committee scored each of the 16 specific sites based on these six specific criteria. Three sites were carried forward from the initial screening and were referred to as preferred sites 9, 10, and 13.

The three preferred sites selected, were then ranked based on a secondary set of criteria grouped into three separate categories. The criteria included:

#### PHYSICAL SUITABILITY OF THE SITE

- Availability of adequate, suitable land area
- Terrain and topographic compatibility
- Weather-related constraints
- Proximity to ground transportation systems
- Physical site conditions

#### ENVIROMENTAL SUITABILITY OF THE SITE

- Wetlands
- Water Resources
- Land Use
- Biotic Communities
- Cultural Resources

#### SOCIAL AND ECONOMIC SUITABILITY OF THE SITE

- Population Trends
- Geographic Proximity
- Land Use Compatibility
- Direct Impacts to Human Environments

<sup>2</sup> Sites 10a and 17 were not brought forth as alternative sites until the EIS Phase 1 Plan of Study (2008). These sites will be discussed and evaluated in more detail later in the chapter.

- Viability of Site Acquisition
- Facility Costs
- Air Service
- Regional Growth and Development Patterns
- Compatibility with Regional and Local Planning Initiatives
- Jurisdictional Responsibilities

The final three sites were evaluated based on the above secondary criteria, and each was given a score from 1-5 (5 being the best). The highest scoring site was Site 9, followed closely by Site 13. Site 10, based on the scoring of alternative sites ranked the least desirable.

Utilizing input from the Advisory Committee and public, the FMAA decided not to pursue expansion at the present Airport site and put additional expansion on hold. The Advisory Committee also determined unanimously that site 9 was the best to present to the FMAA. After the FMAA reviewed the three finalists, they voted on two resolutions. The first was to remove Site 13 from the list of finalists. The second vote was to select the area on, or around, Site 10 as the preferred area for the development of the FMRA (Friedman Memorial Replacement Airport). Site 10 was selected over Site 9 based upon the following key factors:

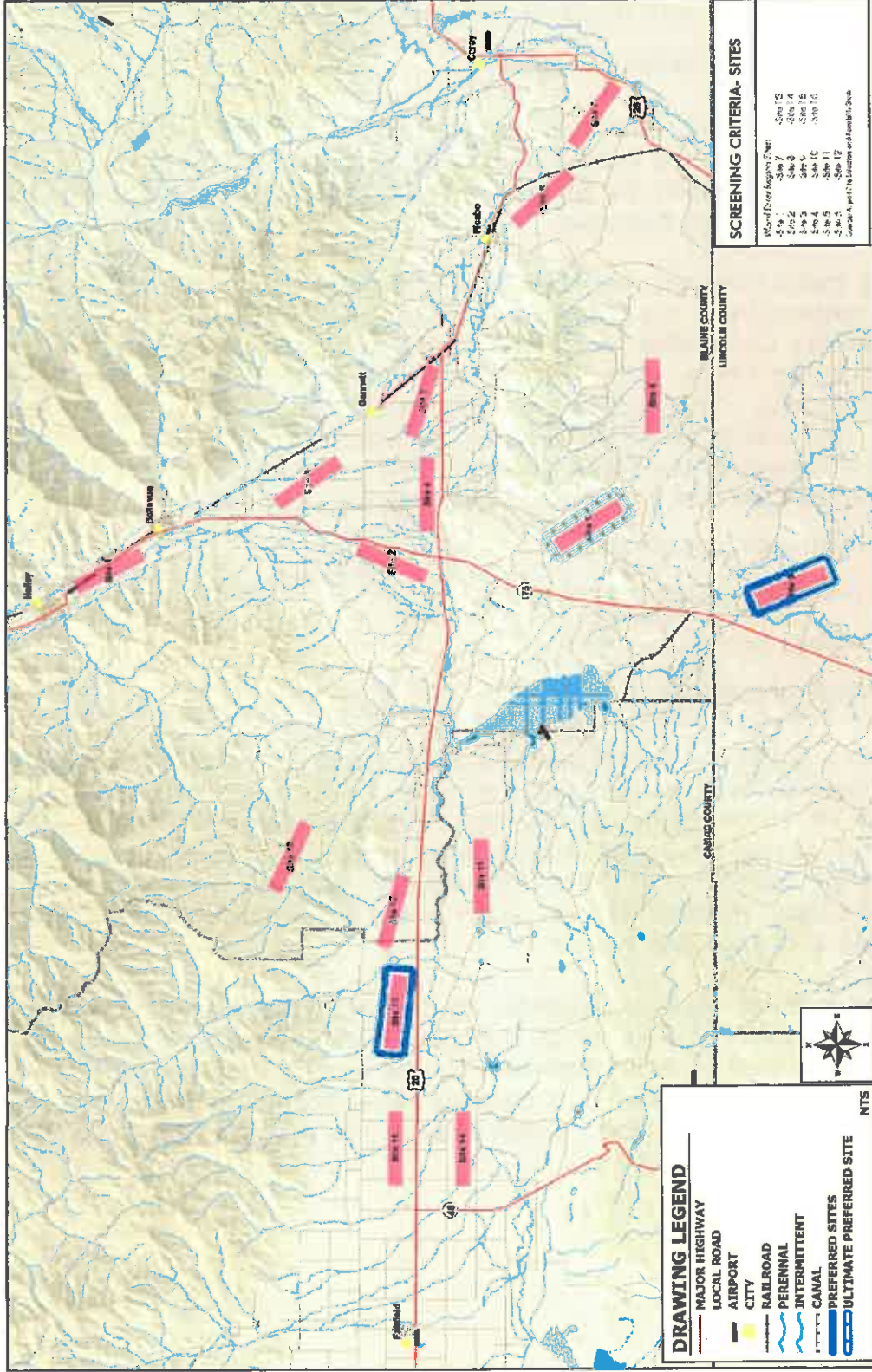
- Geographic proximity
- Proximity to State Highway 75
- Political Jurisdiction
- Implementation

The Board of County Commissioners viewed Site 10 as being representative of a larger geographic area ranging from the Timmerman Hills, south along State Highway 75, to the Blaine County line. The 2006 Feasibility Study points out that while it appeared that the FMAA selected a site possessing lesser feasibility than others, the selection of Site 10 actually included recognition of additional community and political factors, which would theoretically allow for the successful relocation of the existing Airport.

The site selected as most suitable by the Friedman Memorial Airport Authority (FMAA) Board was Site 10, which is located in southern Blaine County, just north of Wedge Butte, east of State Highway 75, and west of the Picabo Hills. After site 10 was chosen as most suitable, a financial feasibility analysis was conducted, which consisted of costs for building a new airport, and projected revenues and expenses expected from its operations.



Exhibit 1.1-1  
FEASIBILITY STUDY (2006) – ALTERNATIVE SITES





The 2006 Feasibility Study served as a catalyst for the FAA to embark on an EIS for a Replacement Airport for Friedman Memorial Airport. The 16 potential sites, identified by the 2006 Feasibility Study, were taken into account and further developed as part of the 2008 EIS Phase I Plan of Study. Seven of the 16 sites were carried forward into the 2008 EIS Phase I Plan of Study with minimal or no change to their configuration or previously identified location. The remaining 9 sites (of the 16) were also carried forward into the 2008 EIS Phase I Plan of Study, however all 9 of these sites either had their location adjusted, were reconfigured to accommodate a crosswind runway<sup>3</sup>, or both (to improve site viability).

Of the seven sites carried forward into the EIS Phase I Plan of Study (2008) with minimal or no change to their configuration or previously identified location, one was the existing SUN site. The remaining six sites (of the seven) included:

- Site 3: North Central Triangle
- Site 4: U.S. 20/Southwest Triangle
- Site 5: U.S. 20/Southeast Triangle
- Site 13: U.S. 20/East Camas County
- Site 14: State Route 46 South of U.S. 20
- Site 15: State Route 46 & U.S. 20

The remaining nine sites carried forward into the EIS Phase I Plan Study (2008) (that either had their location adjusted, were reconfigured to accommodate a crosswind runway, or both), included:

- Site 2: Diamond Dragon Ranch Vicinity
- Site 6: Southeast of Picabo/U.S. 20
- Site 7: U.S. 26/93, South of Carey
- Site 8: Mid-Lava
- Site 9: State Highway 75/North Lincoln County
- Site 10: Sonners Flat
- Site 11: Camas Prairie
- Site 12: U.S. 20/West Blaine County
- Site 16: Camp Creek Road

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<sup>3</sup> It is not always possible to achieve the design objective to orient primary runways to provide the 95 percent crosswind component coverage recommended in AC 150/5300-13, Airport Design. In cases where this cannot be done, the FAA recommends a crosswind runway be provided. Therefore, in cases (i.e. alternative sites) where adequate wind coverage could not be met with one runway, a crosswind runway was provided.

### 1.1.2 Review/Summary of EIS Phase I Plan of Study (2008)

Following the 2006 Feasibility Study, an EIS Phase I Plan of Study was completed and served as a planning tool for preparation of the upcoming EIS. The EIS Phase I Plan of Study included documentation of reviews and associated findings related to the following:

- Determination of the guiding parameters for pre-planning analyses, including study area identification, facility requirements for new airport sites, identification of 2006 Feasibility Study sites carried forward and possible additional sites and any refinements required of the sites being carried forward.
- Evaluation of all identified sites; the evaluation of alternative replacement sites for the Friedman Memorial Replacement Airport (FMRA) focused on the assessment of each identified site from an aviation related perspective, leaving the analysis of environmental issues to be assessed in FAA's Draft EIS (2011), which was ultimately terminated by the FAA.

#### Guiding Parameters of Analysis for EIS Phase I Plan of Study

Prior to identifying and analyzing possible replacement airport sites, a set of guiding parameters (e.g. assumptions) were established to help direct the pre-planning efforts and identification of alternatives to be carried forward into the EIS. These guiding parameters are presented below:

- Be compliant with FAA design and safety standards commensurate with current use (currently C-III) and future aviation demands for the region,
- Provide reliable and safe access to all users in adverse weather via a minimum of a 200-foot ceiling and one-half mile visibility CAT I ILS,
- Provide for appropriate approach and departure protection and capability,
- Provide for the continuation of air carrier service and other aviation operations for the region,
- Provide adequate land area to accommodate future demands and provide the flexibility to meet the needs of the volatile aviation industry,
- Provide access to communities in the Wood River Region,
- Minimize impact to the environment, and
- Assume existing SUN will close; the existing and replacement airport will not be operational at the same time.

### **Identification of the Initial Project Study Area**

The study area for the 2008 EIS Phase I Plan of Study covers a broad area and was identified so that potential impacts resulting from the potential development of any alternative could be adequately assessed in subsequent analyses. The Initial Project Study Area, shown in **Exhibit 1.1-2**, covered approximately 1,960 square miles in South Central Idaho. The study area boundary is roughly defined by squaring off an area bounded by the following towns and roads:

- Highway 46 to the West;
- The town of Ketchum, Idaho to the North;
- The town of Carey, Idaho to the East; and
- The town of Shoshone, Idaho to the South.

The primary criterion for determining the size of the initial area of investigation was to include the existing SUN site; areas affected by approach and departure routes to and from the existing airport; those portions of Blaine, Camas, and Lincoln counties, where potential airport sites were previously reviewed (as part of the 2006 Feasibility Study); and finally, areas where additional potential alternative sites might be identified.

### **Identification of Facility Requirements**

Facility/airside layouts and boundaries for the alternate airport site were selected based on a combination of SUN's current allocation of space, existing facility dimensions, and land use at existing airports of comparable size and market potential, and calculations and analyses derived from future air traffic forecasts for the region. Common templates, or size of areas, were identified for the site area, runway length, terminal area, FBO area, GA area, approach and navigational aids, and ground access routes. The following text explores the individual aspects of the Airport's facilities, as well as how each area's requirements were reached.

Exhibit 1.1-2  
INITIAL SITE AREA



Source: Landrum & Brown Analysis, 2015

## **RUNWAY LENGTH**

Based on the Runway Length Analysis presented in the 2008 EIS Phase I Plan of Study, an 8,500-foot primary runway length was required to meet the needs of the majority of the forecast aircraft fleet mix (at that time). This included the Airport's existing and future critical/design aircraft, the De Havilland Dash 8-Q400 (existing conditions) and Airbus 319/320 (in the future).

The purpose of the 2008 EIS Phase I Plan of Study runway length analysis was to determine an adequate length for the replacement airport's primary and crosswind runways. Runway length requirements were identified for several aircraft groups (narrow body air carriers, turbo props, and regional jets) forecast to operate at the airport through 2021. Examples of aircraft that were expected to provide air service in the future included the B737, A319, A320, CRJ, ERJ, and Dash 8 Q400.

The runway length requirements were calculated using charts published in the aircraft manufacturers' aircraft performance manuals. Requirements were calculated by taking into consideration the airport elevation above mean sea level (MSL), hot day temperature, and the performance characteristics and operating weight of aircraft forecast to be serving the airport. The operating weight of an aircraft is dependent on the amount of fuel needed to reach the destination, the amount of payload (passengers, baggage, and cargo) and operating empty weight (OEW). Both the amount of fuel required to complete the flight, and the payload are variable quantities that can fluctuate depending on destination and season, among other factors.

Airport elevation was consistently listed as 5,500 feet above MSL for all runway length calculations due to the current airport elevation. However, this elevation is generally conservative, since most of the alternate sites were placed in a location approximately 500 feet below this height. The average temperature on a hot day (81° F.) is a measure of the typical warmest temperature average during the year. A hot day reference temperature is the safest option to choose when determining runway length since it accounts for days when longer than usual take off distances would be necessary.

Four destinations of varying stage lengths were picked as potential markets for the future airport based on the airlines that serviced Friedman Memorial Airport, and airlines expressing interest in providing future air service (according to airline surveys conducted by Landrum & Brown) at the time. These destination airports serve as hubs for major airlines and include Los Angeles International Airport, Denver International Airport, Minneapolis-St. Paul International Airport, and Chicago O'Hare International Airport. The range flown between the new airport and these locations obviously varies in distance, with Denver being the closest airport (484 nm) and O'Hare being the farthest (1,165 nm). The maximum ranges of each aircraft expected to provide air service greatly exceed the stage lengths between the four destinations mentioned above. Consequently, the fuel necessary to travel these distances would be less than the maximum fuel capacity each aircraft can hold, allowing the fuel takeoff weight to be reduced, which is part of the total takeoff weight of the aircraft. This in turn reduces the length of runway required

for takeoff. Commercial air service providers typically attempt to use the least amount of fuel necessary to operate a flight to maintain efficiency, but enough to allow a safe and complete flight. These weight reductions allow for an overall decrease in the runway takeoff length requirements.

Payload weight accounts for a significant portion of the total takeoff weight since it takes into consideration passengers, baggage, and cargo the aircraft carries. For this runway length analysis, 225-pounds per passenger weight was assumed when calculating passenger load into the analysis. Aircraft hauling cargo, in addition to their usual load, was assumed unlikely based on existing forecasts and practices at the time.

If full payload and fuel weight were used for the SUN runway length calculations for all the proposed aircraft, then runway takeoff lengths required for a number of the aircraft types would be above typical runway lengths at comparable airports. Therefore, several payload and fuel weight scenarios were considered in the runway length analysis revealing a consistent runway length of 8,500 feet average for the primary runway for the new airport.

The runway length analysis for a crosswind runway resulted in a length of 6,800 feet. According to FAA recommendations, "100% of the recommended runway length determined for the lower crosswind capable airplane using the primary runway" should be used as a standard for determining the crosswind runway length. In reference to the FAA Advisory Circular 150/5325-4B *Runway Length Requirements for Airport Design*, the Dash 8 Q400 represents the "lower crosswind capable airplane" in this analysis, and requires 6,800 feet for runway takeoff length at maximum takeoff weight. The crosswind runway may also potentially serve as the premier runway for general aircraft operations. If this function occurs frequently, then the runway length may be constructed at a lesser length than indicated in the analysis since the crosswind would be maintained ultimately for the purpose of general aircraft operations rather than commercial aircraft operations.

The takeoff runway length recommendation for a primary runway at the Friedman Memorial Replacement Airport primarily based on projected aircraft use, average hot day temperatures, and average airfield elevations is 8,500 feet long, and the suggested crosswind runway length is 6,800 feet long.

### **SITE ACREAGE**

As previously mentioned, the 2006 Feasibility Study focused on the identification and selection of sites having a minimum of 600 acres of land. The conceptual layout of the replacement airport that was used to identify potential sites and required acreage only encompassed land area for a single 8,500-foot long runway. Along with the runway, it also included the land associated with the RPZ off each runway end and additional acreage off the sides of the runway to provide space for aviation-related development.



Subsequent to the 2008 EIS Phase I Plan of Study site evaluation process, the need to consider providing a crosswind runway at several of the sites reviewed in the 2006 Feasibility Study (including the sponsor's proposed site) was identified. This need could not be accommodated within the general parameters of the property envelope that was identified in the 2006 Feasibility Study, and therefore resulted in the need to review and redefine what the property envelope for the replacement airport site would be.

It should be noted that a single acreage value for application to all sites was not considered realistic. Rather, each site was reviewed, taking into consideration area required for major airport facilities, and incorporating area to ensure long-range accommodation of demand. Also, to the extent possible, the property boundary was identified using existing property limits, physical features, and roadways, attempting to avoid the creation of irregular property remnants. The property area definition was based on breaking the Airport up into major components and defining the area that would be required for each component. These major components consisted of the airfield and associated safety areas, protection zones, and object free areas, the terminal area, and supporting uses typically accommodated within the terminal, and GA and FBO area. The basis for defining these required areas are presented in the following sections.

### **TERMINAL AREA ENVELOPE**

Aside from the airfield, a central element of the proposed future airport was the passenger terminal complex, and the various uses and facilities that support the day-to-day operation and function of the terminal.

In defining the acreage requirements that should be reserved for terminal area facilities and operations, it is necessary to consider not only the needs on the day of facility commissioning, but also, to understand that the new airport will serve the needs of the Wood River Region for decades to come. This foresight ensures additional acreage procurement for accommodating the incremental expansion of facilities over the life of the facility.

To develop the terminal area envelope estimate, a benchmarking process involving an array of comparable airport terminal areas was employed. A series of commercial service airports were identified having enplaned passenger levels ranging from approximately 80,000 annually to at least one airport with approximately 570,000 annually enplaned passengers. The majority of airports considered had passenger levels between 100,000 to 250,000 annually. In evaluating the Airports for inclusion in the benchmarking process, consideration was given to obtaining a sampling of airports located in the western U.S., along with facilities serving resort destinations, as is the case with SUN.

For purposes of defining the terminal area, the following features were incorporated: the area occupied by the commercial passenger building, the terminal aircraft parking ramp, terminal circulation roadways, public parking areas, rental car ready return parking areas, and rental car service areas, to the extent that they were in proximity to the terminal.

Based on these considerations, the following airports were identified and their respective terminal area acreages were calculated for the purposes of the benchmarking process (see **Table 1.1-1**). As depicted in the table, terminal area acreage results from benchmarking comparable airports revealed an average of approximately 30 acres. Therefore, a relatively conservative land mass of 50 acres was applied as the terminal area template size for all proposed airport site locations.

**Table 1.1-1  
TERMINAL AREA ENVELOPE - BENCHMARK ANALYSIS**

<b>AIRPORT/COMMUNITY</b>	<b>ENPLANED PASSENGERS</b>	<b>TERMINAL AREA ACREAGE</b>
Northwest Arkansas Regional Airport – Bentonville, AR (XNA)	567,341	59.43
Billings Logan Int’l Airport – Billings, MT (BIL)	403,645	39.71
Gallatin Field – Bozeman, MT (BZN)	318,115	27.75
Asheville Regional Airport – Asheville, NC (AVL)	289,550	42.12
Missoula International Airport – Missoula, MT (MSO)	276,170	35.29
Jackson Hole Airport – Jackson, WY (JAC)	274,031	21.76
Rapid City Regional Airport - Rapid City, SD (RAP)	226,323	36.20
Eagle County Regional Airport – Vail/Eagle Co. (EGE)	217,039	30.10
Roberts Field – Redmond, OR (RDM)	205,930	47.54
Aspen-Pitkin County – Aspen, CO (ASE)	201,642	8.0
Monterey Peninsula Airport – Monterey, CA (MRY)	200,091	15.49
Glacier Park Int’l Airport – Kalispell, MT (GPI)	175,157	27.56
Grand Junction Regional – Grand Junction, CO (GJT)	159,509	24.74
Bellingham Int’l Airport – Bellingham, WA (BLI)	135,129	17.09
Yampa Valley Airport – Steamboat Springs, CO (HDN)	131,448	24.90
Durango-La Plata County Airport – Durango, CO (DRO)	113,516	22.80
<b>AVERAGE</b>	<b>243,415</b>	<b>30.03</b>

Source: Landrum & Brown, June 2008

**FIXED-BASE OPERATOR (FBO) AND GENERAL AVIATION (GA) ENVELOPE**

FBO and GA airport facilities are other functions that need to be accounted for when planning the FMRA site. The FBO and GA aviation sector includes corporate hangars and buildings, flight schools and training, recreational and sport aircraft storage facilities, apron areas outside the terminal apron area, private hangar and building space, and automobile parking areas for these facilities. The same considerations that were applied when determining the terminal acreage (in terms of meeting future needs, as opposed to accommodating only current demand) also pertain to the FBO and GA area envelope.



The benchmarking process that was utilized to determine the approximate size for the terminal acreage template was also applied as a method for establishing the FBO and GA area template size. FBO and GA acreages were measured from the same airports identified for the terminal area benchmarking. **Table 1.1-2** displays the FBO and GA acreage amounts calculated for the selected airports and displays the Airports' average acreage amount.

**Table 1.1-2  
FBO AND GA ENVELOPE - BENCHMARK ANALYSIS**

AIRPORT/COMMUNITY	ENPLANED PASSENGERS	FBO/GA ACREAGE
Northwest Arkansas Regional Airport - Bentonville, AR (XNA)	567,341	51.23
Billings Logan Int'l Airport - Billings, MT (BIL)	403,645	131.55
Gallatin Field - Bozeman, MT (BZN)	318,115	87.16
Asheville Regional Airport - Asheville, NC (AVL)	289,550	47.65
Missoula International Airport - Missoula, MT (MSO)	276,170	84.09
Jackson Hole Airport - Jackson, WY (JAC)	274,031	26.22
Rapid City Regional Airport - Rapid City, SD (RAP)	226,323	64.26
Eagle County Regional Airport - Vail/Eagle Co. (EGE)	217,039	33.82
Roberts Field - Redmond, OR (RDM)	205,930	72.76
Aspen-Pitkin County - Aspen, CO (ASE)	201,642	40.17
Monterey Peninsula Airport - Monterey, CA (MRY)	200,091	127.96
Glacier Park Int'l Airport - Kalispell, MT (GPI)	175,157	48.15
Grand Junction Regional - Grand Junction, CO (GJT)	159,509	80.55
Bellingham Int'l Airport - Bellingham, WA (BLI)	135,129	43.41
Yampa Valley Airport - Steamboat Springs, CO (HDN)	131,448	11.24
Durango-La Plata County Airport - Durango, CO (DRO)	113,516	39.25
Friedman Memorial Airport (SUN)	70,057	36.76
<b>AVERAGE</b>	<b>243,415</b>	<b>60.36</b>

Source: Landrum & Brown, June 2008

Based on the benchmarked airport measurements shown on Table 1.1-2, the average size for FBO and GA areas at airports comparable to SUN is approximately 60 acres. As a means of providing extra flexibility to this average, a template size of 75 acres was placed on the alternate airport sites to represent the FBO and GA area for initial planning purposes. Also, in defining the acreage for each of the sites, additional acreage adjacent to the runway system was incorporated into the property envelope to ensure the availability of land for development of expanded facilities in the future.

## **APPROACHES AND NAVIGATIONAL AIDS**

In addition to providing area for the airfield and aviation-related-development, the 2008 EIS Phase I Plan of Study analysis also considered the extent to which approach capability should be enhanced and the range of navigational aids that should be incorporated into the development of a replacement airport. At the time the 2008 EIS Phase I Plan of Study was being done, the definition of approach capability and the navigational aids needed to support these approaches were in a state of fluctuation because the FAA was moving towards a satellite-based system, in lieu of ground-based navigation aids; this continues to be the case. While all indications continue to support that the agency is intending to move entirely to a satellite-based air navigation system, the timing of full implementation of this process will be heavily dependent upon federal funding and congressional appropriations. Potential still exists for the FAA to complete their conversion from land-based navigational aid (NAVAID) to satellite-based aid by the time a potential replacement airport commences operations. However, to address any possible delays, the analysis considered the fact that development of future approaches could require either the purchase of new navigational equipment or the relocation of existing systems that presently serve the current airport.

While the Airport is currently conducting an independent study to identify potential incremental improvements to decision height to decrease the minimums as much as possible, the fact remains that one of the key limitations that have significantly impacted SUN is the high minimum descent altitude associated with the approaches to the current runway. The Minimum Descent Altitude is defined as "the lowest altitude specified in an instrument approach procedure, expressed in feet above MSL, to which descent is authorized on final approach or during circle to land maneuvering until the pilot sees the required visual referenced for the runway of intended landing."

At the time of the 2008 EIS Phase I Planning Study, the lowest minimum descent altitude was 1,000 feet above the airfield elevation with three miles horizontal visibility. This capability is only available if the aircrew has special authorization and training, and the aircraft is specially equipped, which most are not. For those that cannot obtain special authorization, the minimum descent altitude increases to 1,800 feet above the airfield elevation. As a result, approximately 22 percent of commercial flights and an unknown number of GA flights were diverted to airports in the surrounding region, rather than being able to land at SUN during winter months. To ensure the reliability of the Airport and its capability to accommodate operational activity not only during fair weather conditions, but also in periods when visibility has been reduced below VFR conditions, the Airport must be equipped with a suite of basic navigation aids and provided with approaches that allow for instrument operational capability.

During the 2006 Feasibility Study, the issue of flight completion reliability contributed to the determination that the future replacement airport needed to be capable of accommodating at least one CAT I ILS. The CAT I system would be required to accommodate operations when cloud ceilings are no lower than 200 feet above the airfield elevation and visibility is not less than one-half mile. This

capability is a major improvement over current conditions and is relatively consistent with other commercial service airports of similar size. It was further decided that sites would also be evaluated for their ability to provide added instrument approach capability should the demand ever dictate. Providing at least one CAT I approach was identified as a minimum threshold criteria in the site evaluation process. Based on detailed discussions with the FAA, the ability to accommodate more than one CAT I or to accommodate a CAT II capability was factored into the assessment of site flexibility and expansion capability. The three categories of instrument landing minimums are defined below as are the three variations on CAT III minima:

- **Category I** - Decision Height (DH) 200 feet and Runway Visual Range (RVR) 2,400 feet;
- **Category II** - DH 100 feet and RVR 1,200 feet;
- **Category IIIa** - No DH or DH below 100 feet and RVR not less than 700 feet;
- **Category IIIb** - No DH or DH below 50 feet and RVR less than 700 feet, but not less than 150 feet;
- **Category IIIc** - No DH and no RVR limitation.

It should be noted that for both CAT II and III, special authorization and aircraft equipment is required before the procedure can be utilized.

Assuming the development of a CAT I approach capability, certain navigational aids must be incorporated into the design of the replacement airport and provisions made for their deployment. A CAT I approach will require the installation of a full ILS (assumes current ground-based system reliance) consisting of a localizer antenna, glide slope antennae, an approach light system, and two electronic marker beacons located along the final approach. The two beacons are typically located off airport due to the distance the marker beacons need to be from the runway landing threshold. Land area to accommodate the localizer, glide slope, and approach light system have been incorporated into the overall land area requirements already discussed. Land acquisition for the marker beacons would be minimal and the location of this property entirely dependent upon the site selected.

In addition to the equipment comprising the ILS for the approach, there could also be the need to acquire and site an additional land-based navigation aid to meet the need for missed approaches. Discussions with representatives of the FAA Air Route Traffic Control Center (ARTCC) indicated that they anticipate the use of GPS technology to identify a navigation fix that would be used as a basis for specifying a missed approach procedure for the selected site. Should this not occur, it would be necessary to consider the installation of some other ground-based system. This might consist of relocating the existing Non-Directional Beacon (NDB) that currently serves SUN (located immediately south of Site 4), the acquisition of a new NDB (if the systems remain available), or the acquisition and installation of a Very High Frequency Omni-Directional Range Station with Distance Measuring Equipment (VOR/DME).

Development of a CAT II approach capability would trigger the need for several enhancements to the systems required to support the lower approach minimums. As noted, the evaluation of sites does consider the possibility to accommodate either multiple CAT I capabilities and/or a CAT II capability as a part of the analysis of flexibility and expansion capability. A CAT II approach would require installation of an additional marker beacon along with a significant upgrade to the approach lighting system from a Medium-Intensity Approach Lighting System with runway alignment indicator lights (MALSR) to a standard 2,400-foot high-intensity Approach Lighting System with Sequenced Flashers (ALSF-2), installation of Touchdown Zone (TDZ) lighting, and runway centerline lights.

A further improvement noted by the FAA Northwest Region representatives and representatives of the FAA Salt Lake ARTCC is the installation of an Airport Surveillance Radar (ASR) to assist in handling short-range air traffic in close proximity (60 miles or less) to future airport and terminal area. The potential for the location of an ASR in conjunction with the replacement airport was incorporated into the assessment of the individual alternative airport sites.

Finally, while technically not an approach aid, it is anticipated that the future airport will be served by an ATCT, as is the case with the existing Airport. Whether this facility will be an FAA or a contract tower will be determined at that time. Regardless, the future airport will include this facility and capability. The space requirement for this facility is assumed in the land area requirements of the terminal area previously noted.

### **GROUND ACCESS ROUTES**

An airport access roadway is an essential requirement, because it connects the proposed airport facilities to the nearest primary highway at each airport site. In determining the optimum placement for ground access roads at the future airport locations, a key objective was to develop a roadway with the shortest distance possible between the Airport facilities and the nearest highway. The purpose of aiming toward this goal was multi-faceted and ultimately structured towards the following:

- Minimizing environmental impacts
- Reducing the need for additional land acquisition
- Reducing the cost of development

Roadway placement varied between two options: one being retention and usage of existing roadway(s) near the site, and the other being newly constructed routes. Placement of access roads on current roadways was an appealing option in addressing two out of the three criteria, because it allowed for reduced development costs (new roadway versus modifying current roadway) and minimization of environmental impacts. However, direct, newly developed routes persisted as the prevailing option because these roadways generally were the shortest distance attainable between the proposed facilities and the closest

highway. The lengths of new roadways often ranged between one to two miles long for most proposed sites.

### **Evaluation of all Identified Sites - Summary**

A total of 18 sites were identified in the EIS Phase I Plan of Study (2008), including Site 1, known as the existing Airport site (see **Exhibit 1.1-3**). Fifteen of the eighteen sites (all sites but Sites 1, 10A and 17) were from the 2006 Feasibility Study (nine of the fifteen were modified as part of the EIS Phase I Plan of Study), and the remaining two sites (10A and 17) were developed as part of EIS Phase I Plan of Study (2008) and considered new.

Three alternatives were defined for Site 1, the existing Airport, which allowed for redevelopment of the site to accommodate proper FAA design standards, as well as, future Airport expansion. However, an alternative layout/configuration could not be found that would also address the concern of service reliability during the winter months. After many conversations with the FAA (at the time), it was determined that Site 1 would not be able to achieve significantly lower minimums either through new/upcoming technologies or by reconfiguration (as the surrounding topography would not allow for it). This limitation eliminated the three alternatives for the existing Airport site; therefore, Site 1 was not analyzed further. It should be noted that the Airport is currently conducting an independent study to identify potential incremental improvements to decision height to decrease the minimums as much as possible since replacing the airport is not currently a possibility. However, the decision height cannot be lowered enough to achieve a 200-foot ceiling with ½-mile visibility minimums.

In addition, Site 16 was also eliminated early on in the screening process due to multiple fatal flaws (i.e. the inability to provide for CAT I missed approach capability for northwesterly arrivals or to accommodate a CAT I approach to the southeast, and significant drive times (ranging from 77 minutes to 155 minutes) to Sun Valley/Ketchum, Hailey, Bellevue, Shoshone, Carey, and Twin Falls) – and therefore, was not further analyzed.

With the elimination of Site 1 and 16, the remaining 16 sites were evaluated in further detail (as part of the 2008 EIS Phase I Plan of Study) and analyzed using specific screening criteria. These 16 sites are depicted, along with brief site descriptions, on **Exhibits 1.1-4 through 1.1-19**.

Three levels of screening were used to narrow down the list of potential replacement sites to the most viable options. A total of 14 evaluation criteria were developed for use in assessing sites. These fourteen criteria and the stage in which they were applied are listed below:

#### **TIER ONE EVALUATION: FATALLY FLAWED SITES**

1. Category I Approach\Missed Approach Capability for the Primary Runway;
2. 60-minute maximum drive time from Ketchum, Hailey, Bellevue, and Carey

With the use of the Tier One fatal flaw criteria, eight alternate airport sites were identified as lacking one or both of these vital factors. A site was eliminated if it failed either of the two criteria – the site did not have to fail both criteria for it to be “fatally flawed.” Eight sites (2, 3, 7, 8, 11, 14, 15, and 16) were identified as unsuitable for the replacement airport.

#### TIER TWO EVALUATION: EVALUATION OF NON-FATALLY FLAWED ALTERNATIVE AIRPORT SITES

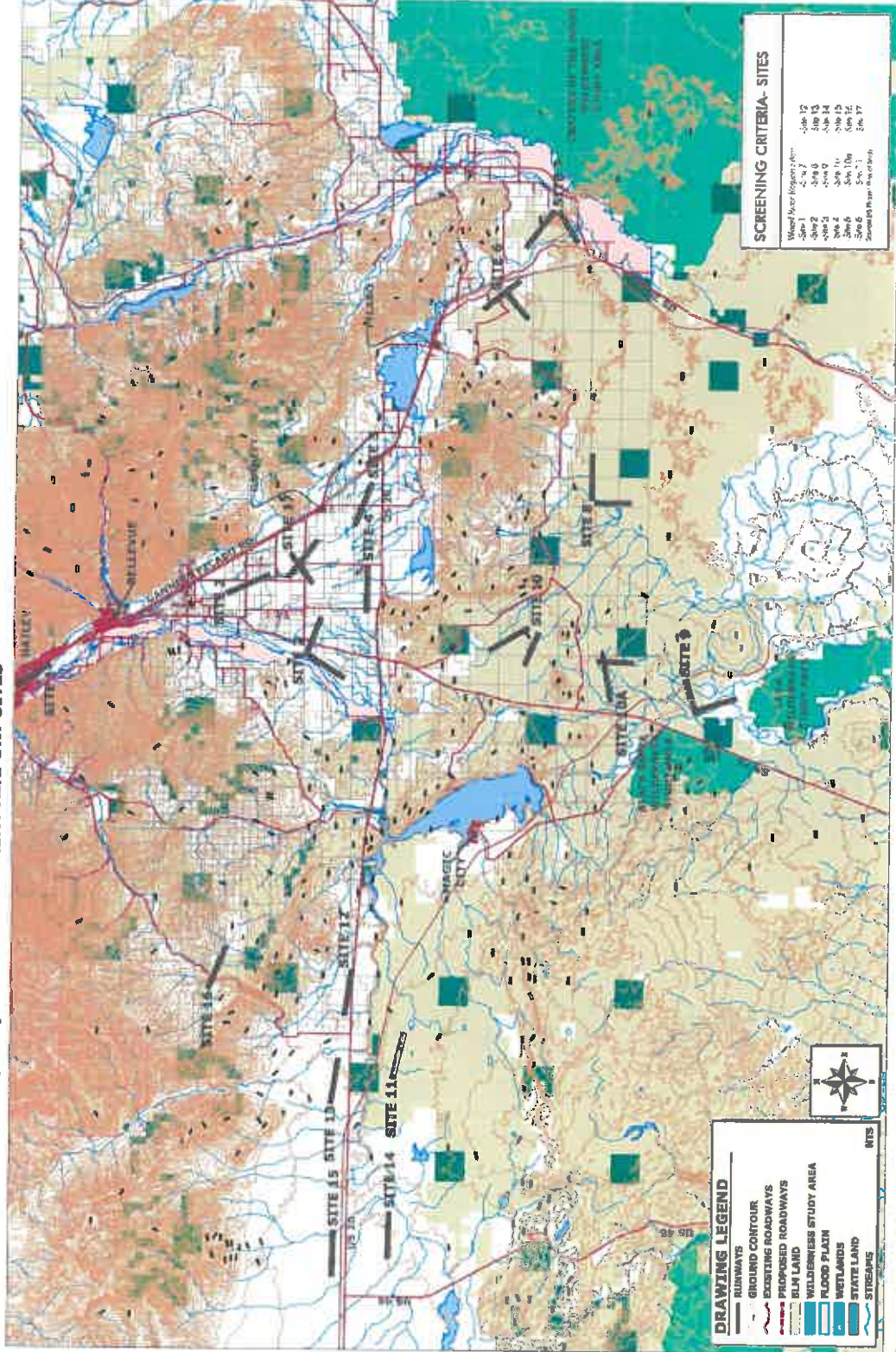
3. Safety Considerations;
4. Topography of the Site;
5. Landside Expansion Capability;
6. Airside Expansion Capability;
7. Site Development Factors;
8. Conformity with Local, State, and Federal Land Use Regulatory Requirements;
9. Sponsorship;
10. Property Ownership Considerations;
11. Proximity to Demand;
12. Accessibility to Regional Roadways

The Tier Two analysis of the remaining nine sites (4, 5, 6, 9, 10, 10A, 12, 13, and 17) was conducted to evaluate the sites on additional criteria. Unlike Tier One criteria, the Tier Two criteria were not considered fatal flaw criteria. Tier Two criteria evaluated the constructability, expandability, and accessibility of the sites, as well as the sponsorship, and conformity with local, State, and Federal land use regulatory requirements. Safety was addressed relative to the location of the various sites to known wetlands, which are attractants for animals of concern to aircraft operators (such as waterfowl and large mammals). Wetlands were also of concern in terms of constructability, however, the Tier Two analysis did not evaluate the environmental impacts associated with siting an airport on or near wetlands; that analysis was to be done during the environmental analysis of the sites that move forward in the EIS process.

Several of the above criteria were comprised of multiple sub-criteria, or components, that were considered. For example, under Site Development Factors, seven individual sub-criteria were combined to arrive at an overall site rating score ranging between 0 (worst) to 5 (best) for that individual evaluation criteria.



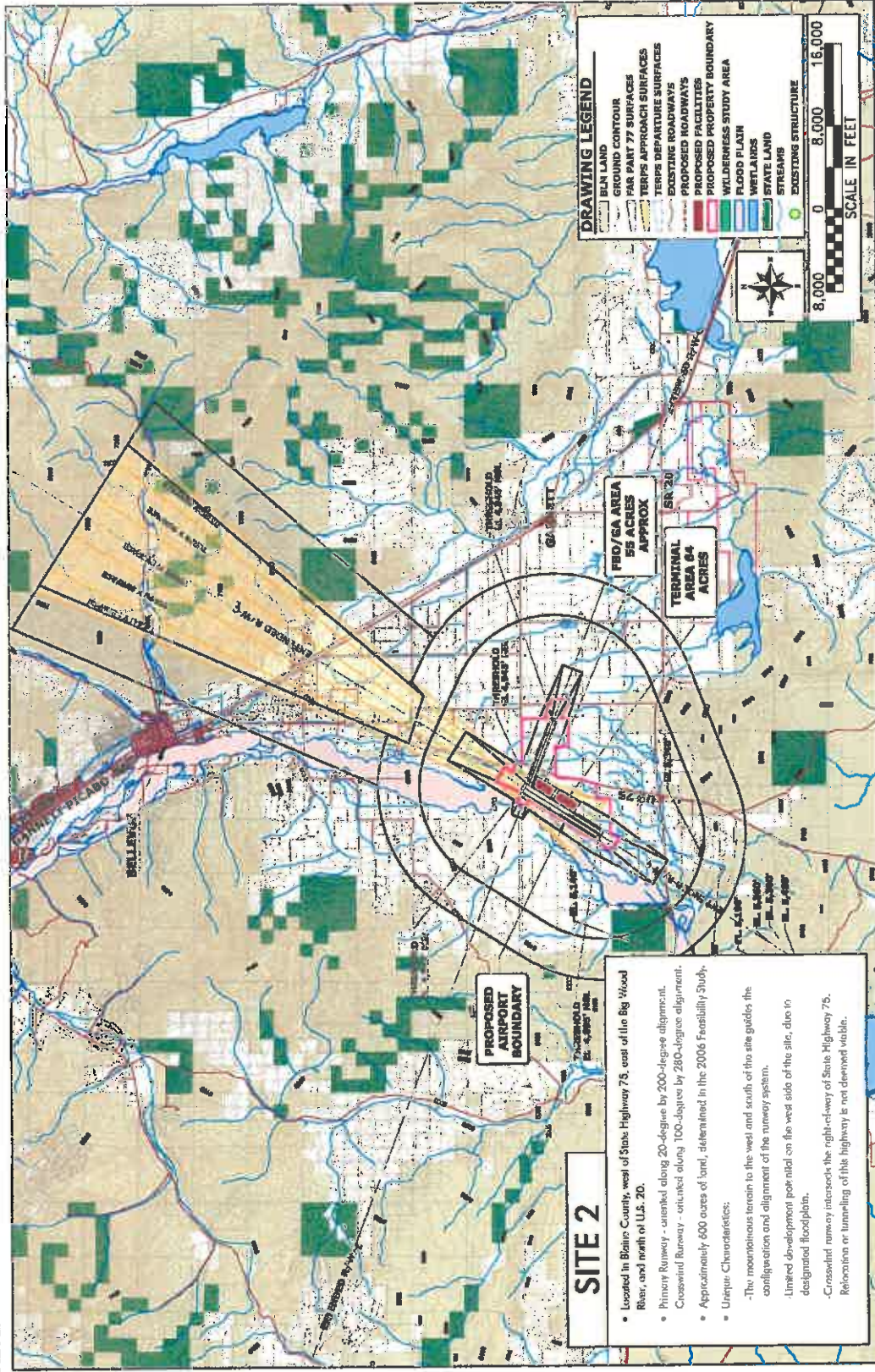
Exhibit 1.1.1-3  
EIS PHASE I PLAN OF STUDY (2008) – NEW REPLACEMENT AIRPORT SITES



Source: Landrum & Brown Analysis, 2015



Exhibit 1.1-4  
ALTERNATIVE SITE 2

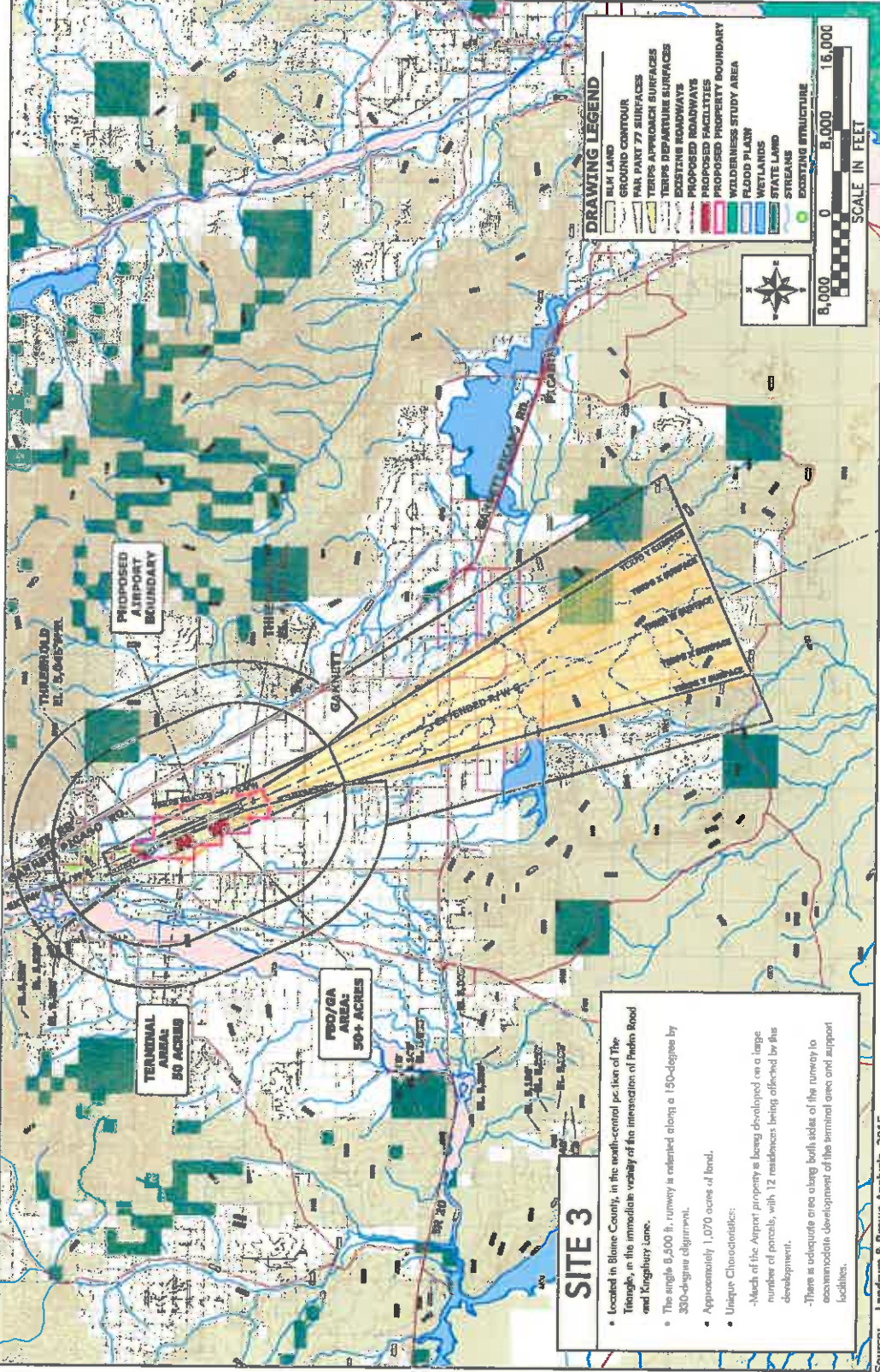


Source: Landrum & Brown Analysis, 2015



FRIEDMAN MEMORIAL AIRPORT MASTER PLAN UPDATE

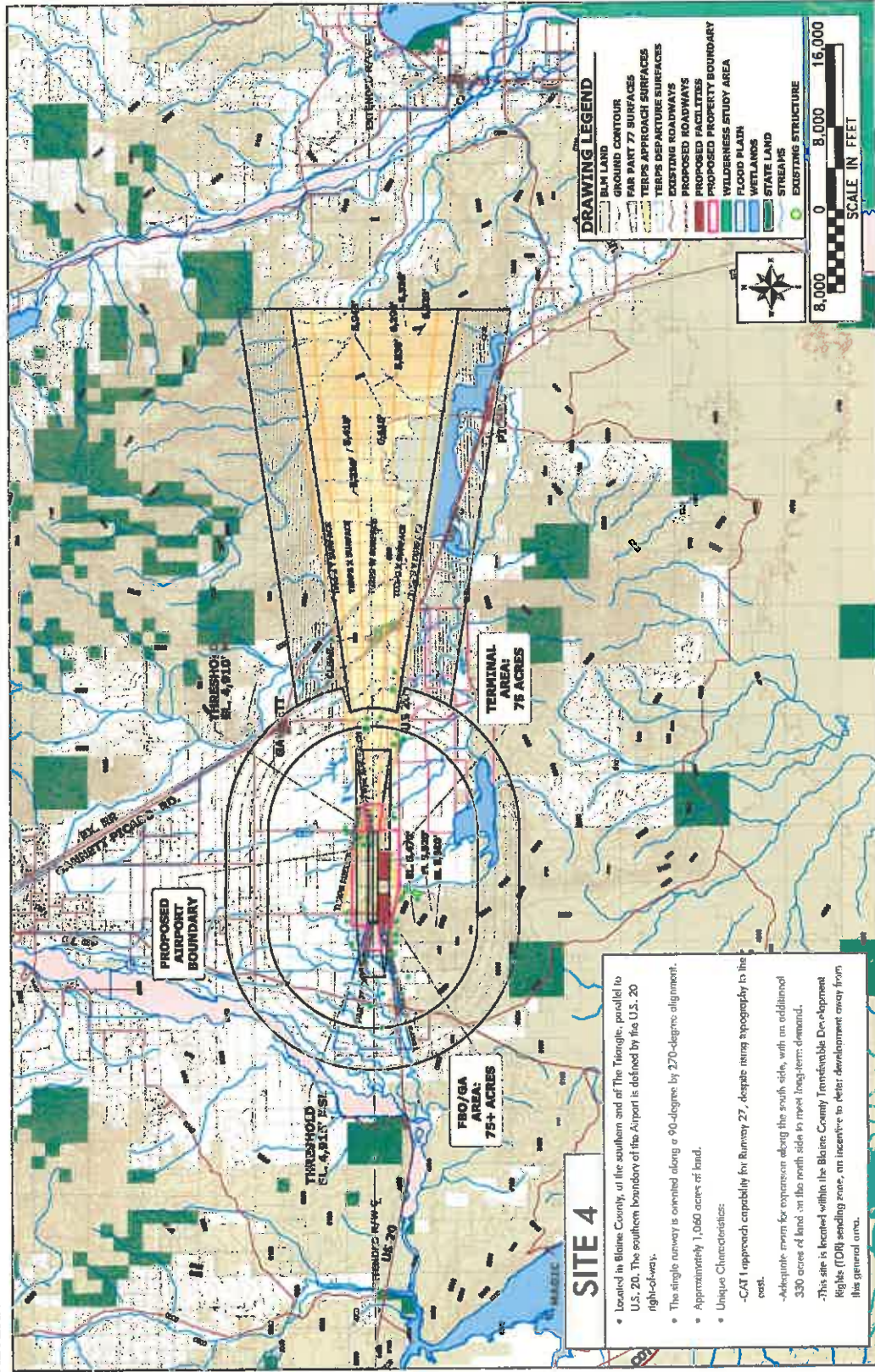
Exhibit 1.1-5  
ALTERNATIVE SITE 3



Source: Landrum & Brown Analysis, 2015



Exhibit 1.1-6  
ALTERNATIVE SITE 4



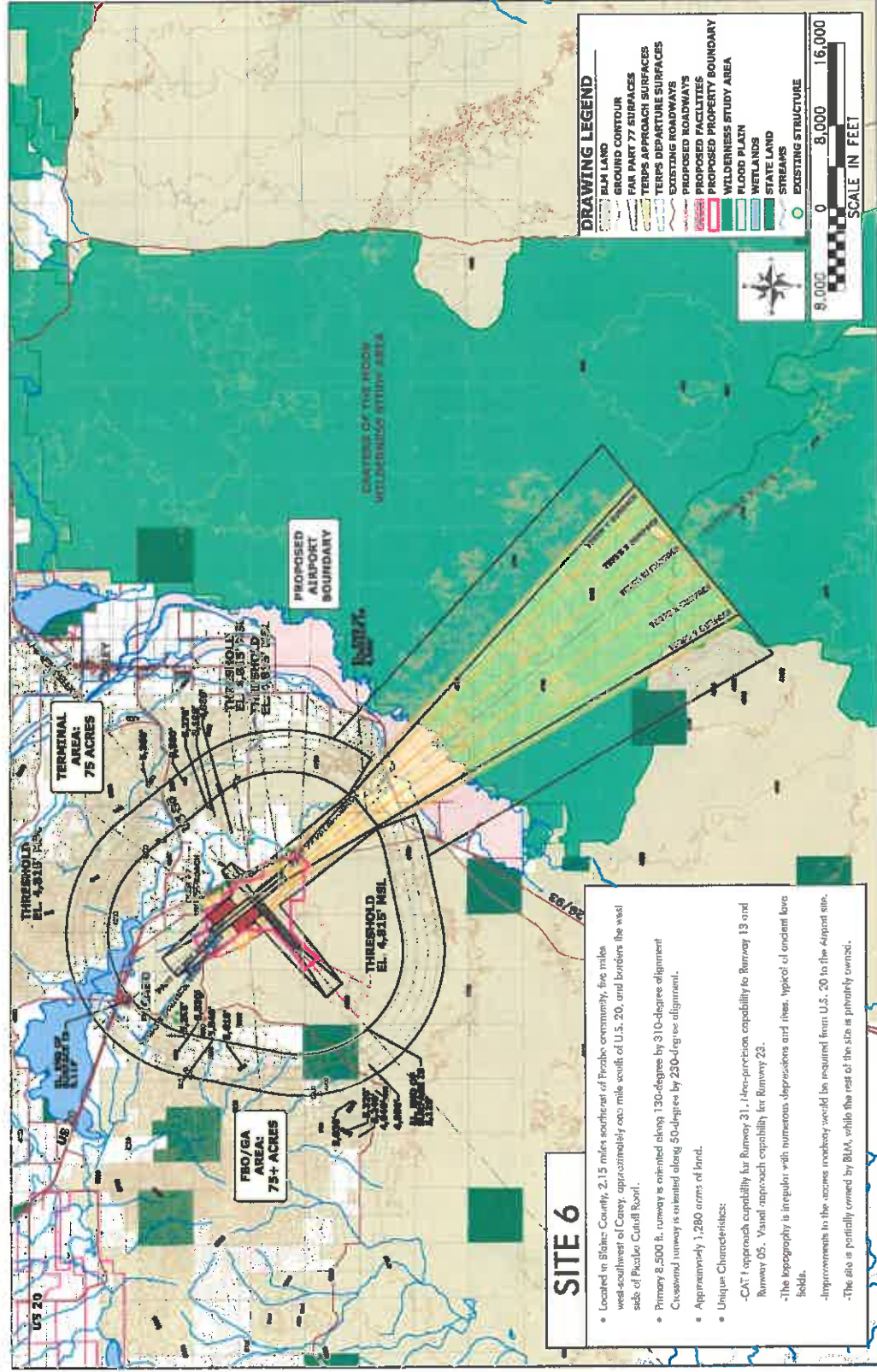






FRIEDMAN MEMORIAL AIRPORT MASTER PLAN UPDATE

Exhibit 1.1-8  
ALTERNATIVE SITE 6



Source: Landrum & Brown Analysis, 2015

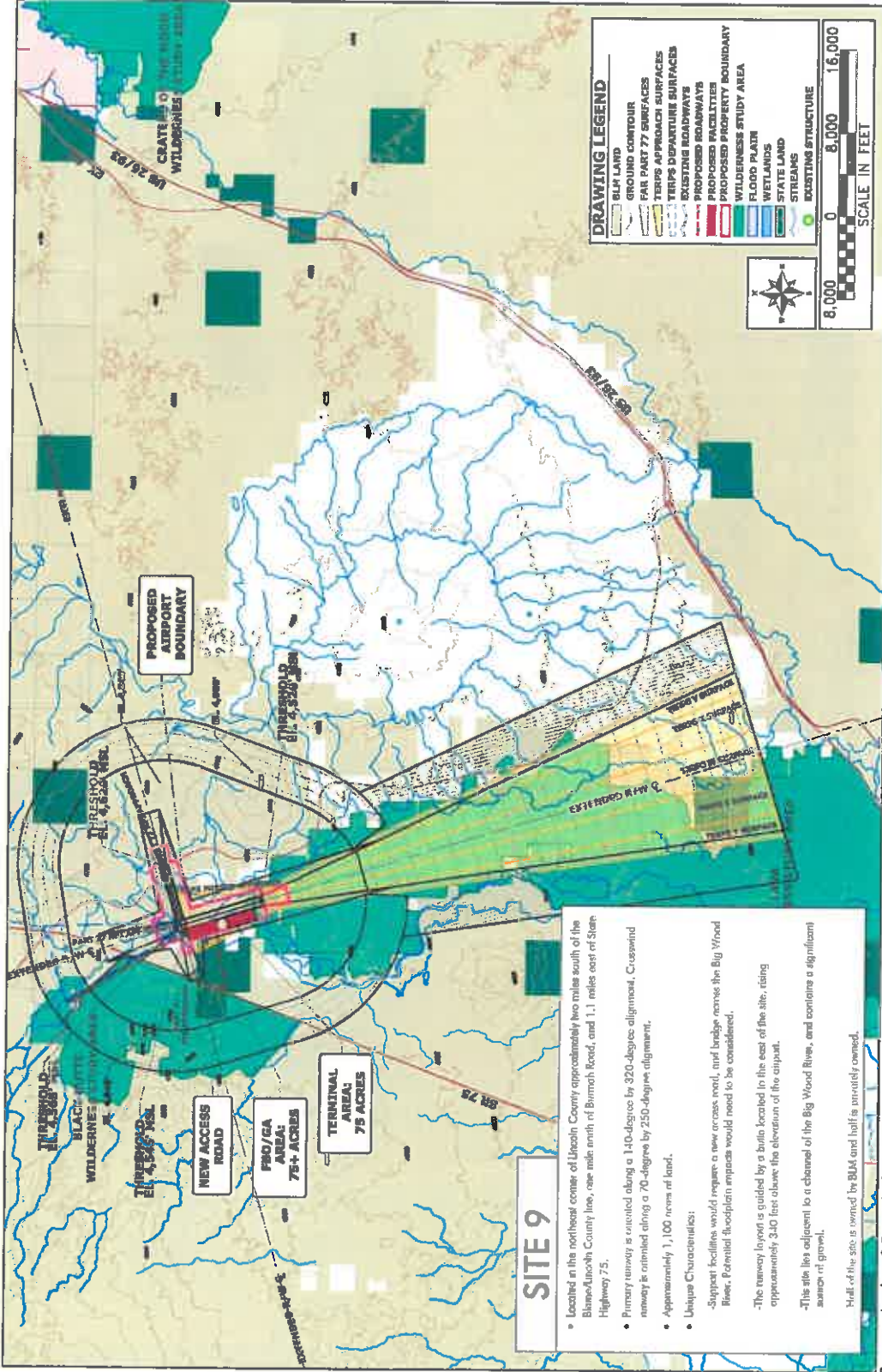






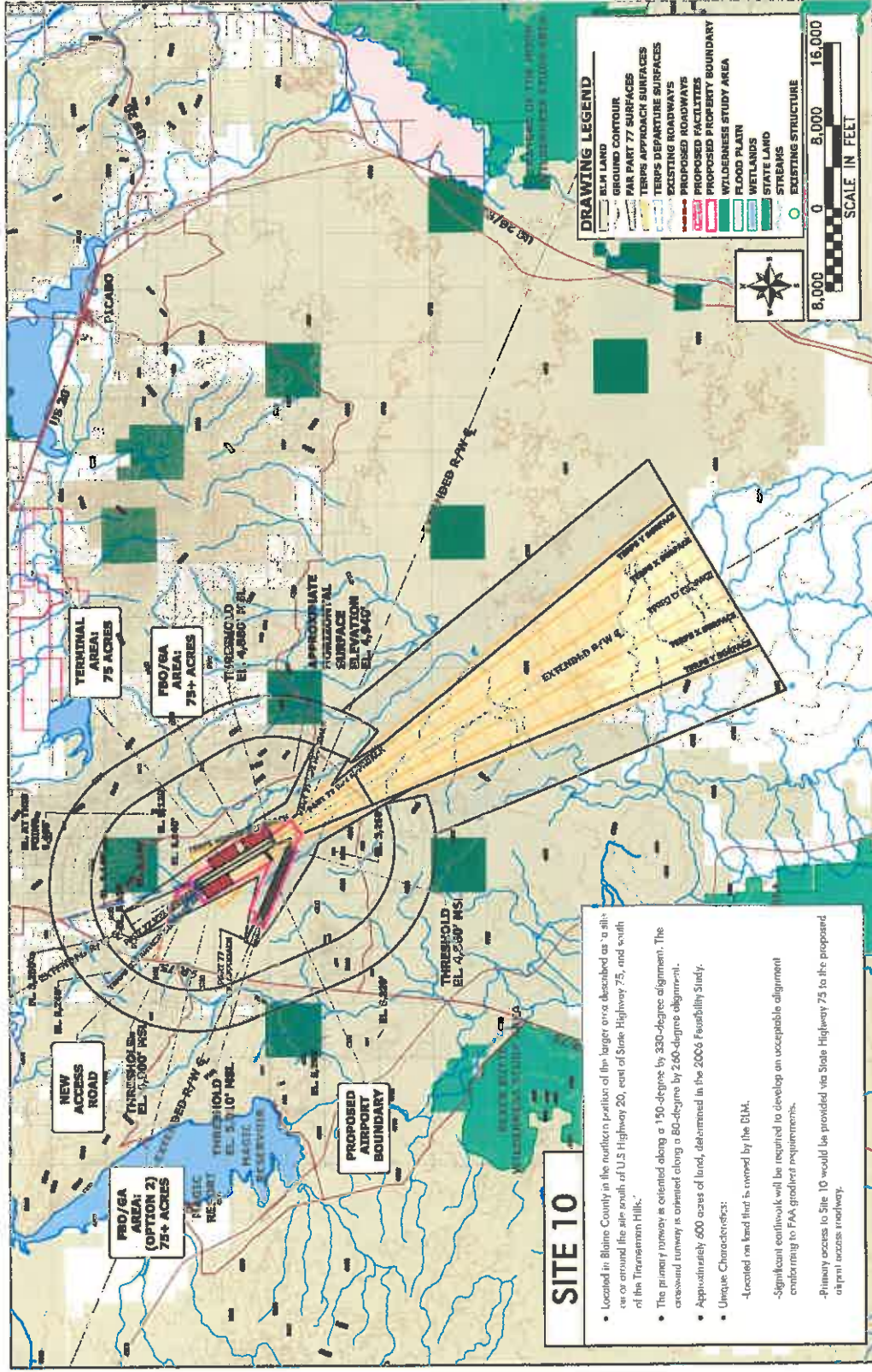


Exhibit 1.1-11  
ALTERNATIVE SITE 9



FRIEDMAN MEMORIAL AIRPORT MASTER PLAN UPDATE

Exhibit 1.1-12  
ALTERNATIVE SITE 10



Source: Landrum & Brown Analysis, 2015







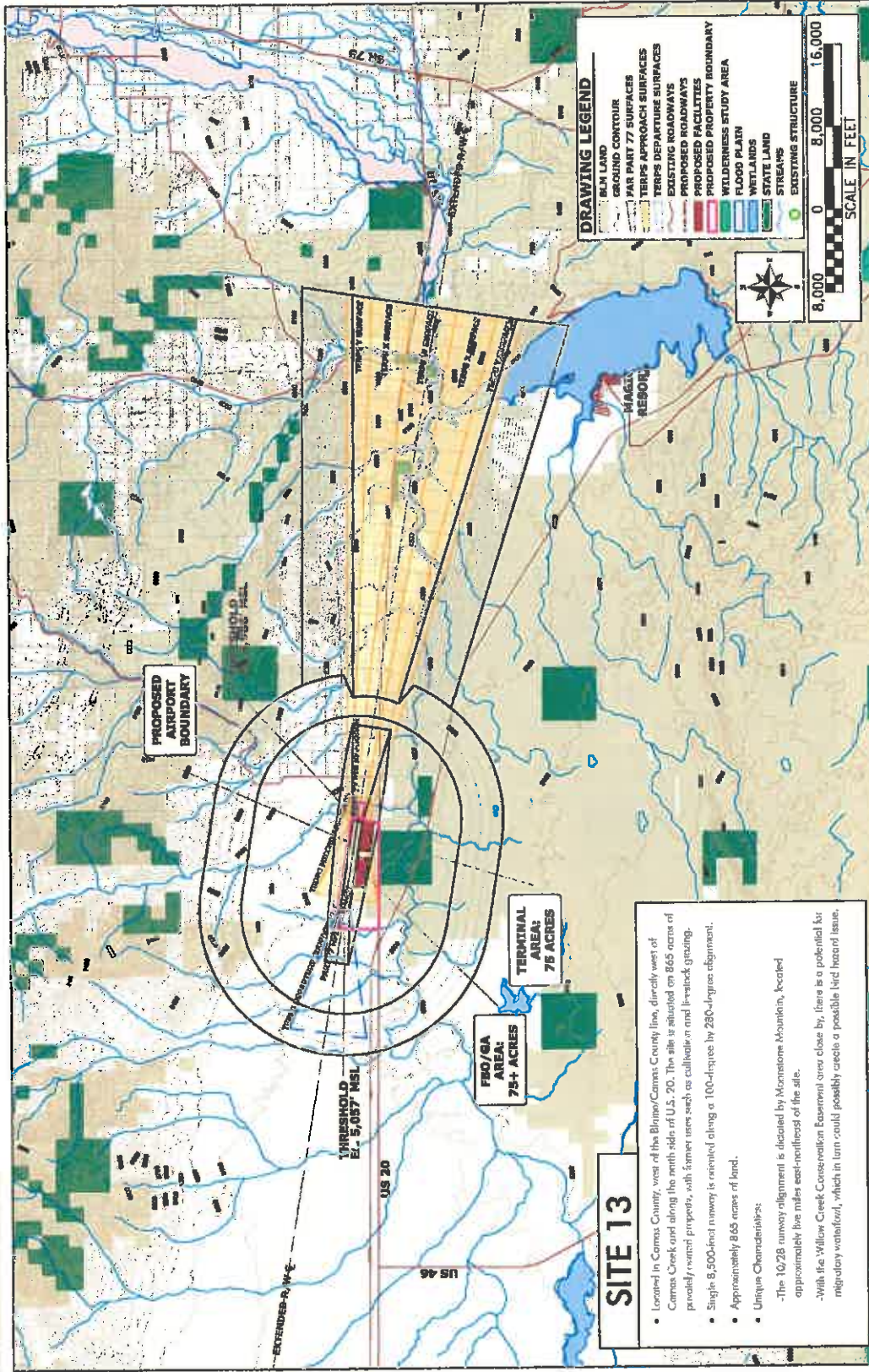








Exhibit 1.1-16  
ALTERNATIVE SITE 13



**SITE 13**

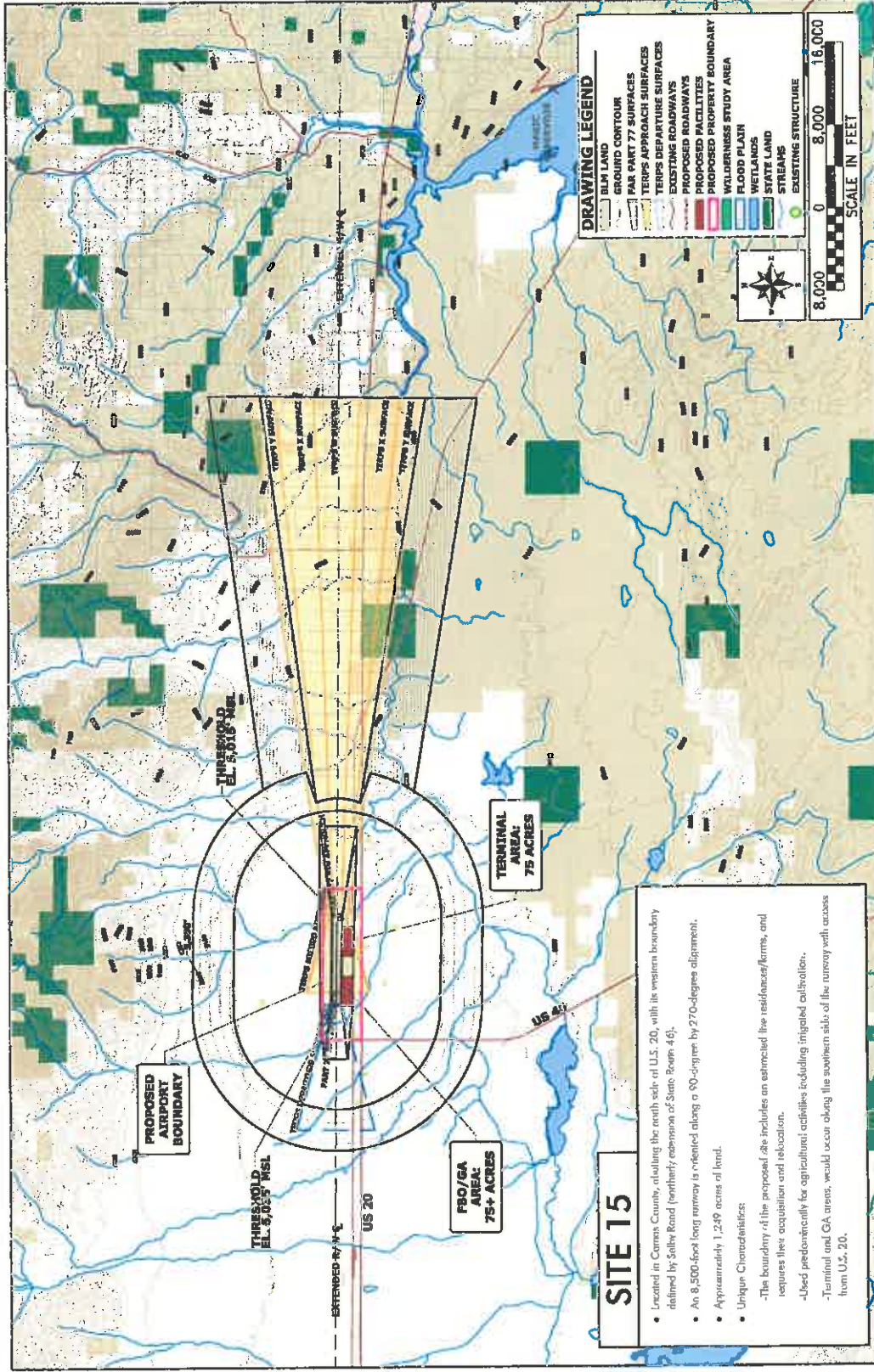
- Located in Corns County, west of the Blinn/Corns County line, directly west of Corns Creek and along the north side of U.S. 20. The site is situated on 865 acres of privately owned property, with former uses such as cultivation and livestock grazing.
- Single 8,500-foot runway is oriented along a 100-degree by 280-degree alignment.
- Approximately 865 acres of land.
- Unique Characteristics:
  - The 10/28 runway alignment is located by Moonstone Mountain, located approximately five miles east-northeast of the site.
  - With the Willow Creek Conservation Easement area close by, there is a potential for migratory waterfowl, which in turn could possibly create a possible bird hazard issue.

Source: Landrum & Brown Analysis, 2015





Exhibit 1.1-18  
ALTERNATIVE SITE 15



Source: Landrum & Brown Analysis, 2015





A summary of the Tier Two site evaluation rankings for the nine sites discussed above is presented in **Exhibit 1.1-20**. All of the sites analyzed in Tier Two scored between 35 and 47 points, with six of the nine sites scoring between 35 and 41 points. For reference, a perfect score in all categories would have yielded a total score of 55 points. Sites 6 and 9 scored the lowest with 37.7 and 35.7 points respectively. Four sites (5, 10, 13, and 17) ranked between 39 and 41. Three sites rated above 44 points, including: Site 4, Site 10A, and Site 12. For a site to be carried forward to the next level of analysis (Tier Three), it was decided that the site had to have a score of or above the 80th percentile or 44.2 points. Sites 4, 10A, and 12 ranked superior as compared to any of the other Tier Two sites and met or exceeded the 80th percentile threshold. Therefore, due to their ranking, sites 4, 10A, and 12 were selected for further evaluation (Tier Three) to identify which, if any, would not be able to support additional or enhanced instrument approach capabilities in the future.

#### TIER THREE EVALUATION: REFINED AIRSPACE AND APPROACH CAPABILITY

13. Ability to accommodate multiple Category I approaches; and
14. Ability to accommodate one or more Category II approaches

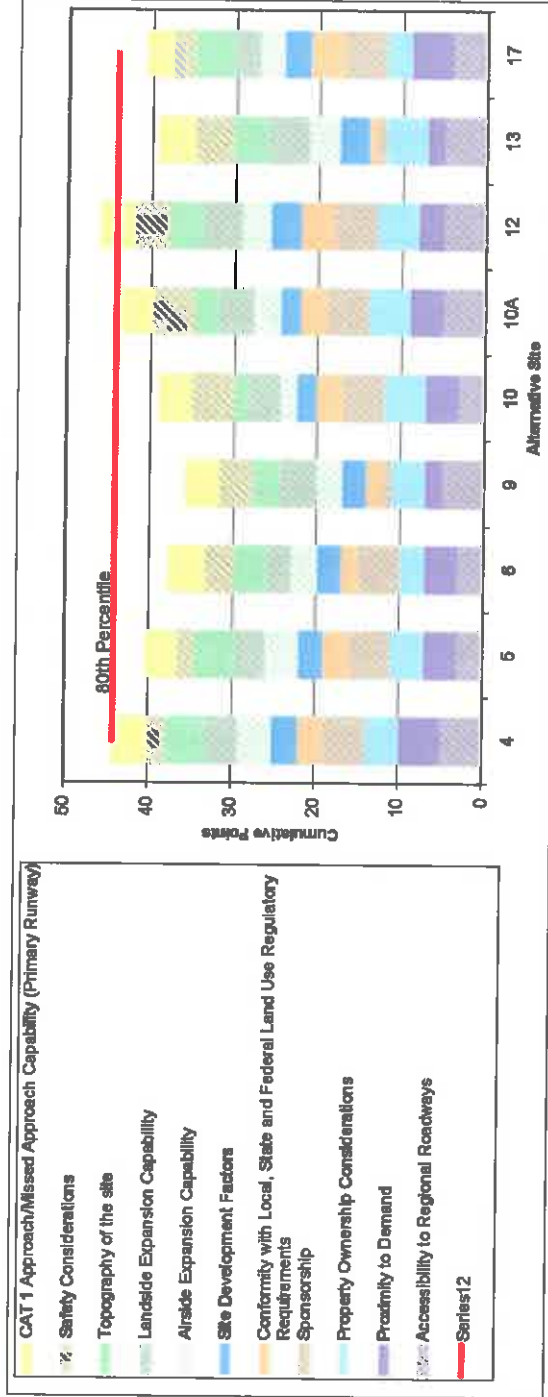
Upon completion of the Tier Two evaluation of sites, three replacement airport sites were identified for further consideration (Sites 4, 10A, and 12). Discussions were held with representatives from the contractor providing air traffic control services at the existing airport, as well as with representatives of the FAA's Northwest Mountain Region, including the Planning division, Flight Standards, Airspace, Facilities Groups, and the Salt Lake Air Route Traffic Control Center. During these discussions, questions arose relative to the ability of various sites to accommodate multiple CAT I approaches and the ability to meet CAT II approach criteria. The premise of the comments maintained that, while meeting the minimum threshold criteria of providing a single CAT I approach was reasonable, the flexibility of a site to provide for expanded approach capabilities should also be considered as a comparative tool to further differentiate and define those sites possessing the best possible flexibility and capability.

As the FAA moves toward a satellite-based air navigation system, employing GPS supplemented by Wide Area Augmentation System (WAAS) and Local Area Augmentation System (LAAS), the need for ground-based Localizers, Glide Slope Antennas, and Inner, Middle, and Outer Marker beacons (as elements of instrument landing systems) will be phased out. This will significantly reduce the cost to the FAA and airport sponsors when developing multiple instrument approach capabilities and make it easier for airports to implement multiple instrument approaches in a much more cost-effective manner. Since the FMRA is intended to serve the region well into the future, it is clear that during the life span of the airport, the FAA will fully implement their satellite-based systems. The results will be the ability of an airport to deploy multiple instrument approaches at a significant reduction in cost to the sponsor and the agency. Thus, while full achievement and implementation of this intended goal is still in the future, evaluating alternative sites from the perspective of having the ability and flexibility to accommodate this capability is a prudent and reasonable action.



Exhibit 1.1-20  
TIER TWO SITE EVALUATION RANKINGS

Category	Alternative Site											
	4	5	6	9	10	10A	12	13	17			
CAT 1 Approach/Missed Approach Capability (Primary Runway)	4.2	3.7	4.4	4.0	4.0	4.4	4.2	4.4	3.2			
Safety Considerations	2.0	2.0	3.5	4.0	5.0	5.0	4.0	4.5	2.5			
Topography of the site	5.0	5.0	4.0	3.3	1.8	3.0	4.0	4.3	4.7			
Landside Expansion Capability	3.8	3.6	2.8	4.4	3.8	4.1	4.8	4.7	3.3			
Airside Expansion Capability	4.1	4.0	3.2	3.0	2.0	3.3	3.5	3.8	2.9			
Site Development Factors	3.1	3.0	2.5	3.0	2.4	2.4	3.7	3.6	3.3			
Conformity with Local, State and Federal Land Use Regulatory Re	3.0	3.0	2.0	2.0	3.0	3.0	4.0	1.0	4.0			
Sponsorship	5.0	5.0	5.0	1.0	5.0	5.0	5.0	1.0	5.0			
Property Ownership Considerations	4.0	4.0	3.0	4.0	5.0	5.0	5.0	5.0	3.0			
Proximity to Demand	5.0	4.0	4.0	2.0	2.0	4.0	3.0	2.0	5.0			
Accessibility to Regional Roadways	5.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	4.0			
<b>Total</b>	<b>44.2</b>	<b>40.3</b>	<b>37.7</b>	<b>35.7</b>	<b>39.0</b>	<b>44.3</b>	<b>46.2</b>	<b>39.2</b>	<b>40.8</b>			



Sources: Landrum & Brown Analysis, 2008

With this in mind, it was determined, based on the input from an array of FAA divisions, which upon completion of the second tier evaluation's initial short listing of sites, a third and final tier of evaluation of those short-listed sites would be undertaken. The third tier addressed each short-listed site's ability to accommodate multiple CAT I approaches/missed approaches, and then assessed the ability of the short-listed sites to also accommodate a CAT II approach and missed approach should such capability ever be necessary. For clarity, the minimums associated with these two categories are listed below:

- CATEGORY I - DH 200 feet and RVR or horizontal visibility; 2,400 feet
- CATEGORY II - DH at 100 feet and RVR of 1,200 feet

The analysis of additional instrument approach capabilities was intended to provide a final, more refined level of detail to determine the attributes and constraints of the three sites carried forward from the Tier Two evaluation. If a site was found to have significantly less flexibility and capability to respond to future technological changes than others, that finding was used to prevent a site from moving forward in the EIS process. Ultimately, all three sites (4, 10A, and 12) survived this evaluation process and were identified to be carried forward into the EIS process for further evaluation.

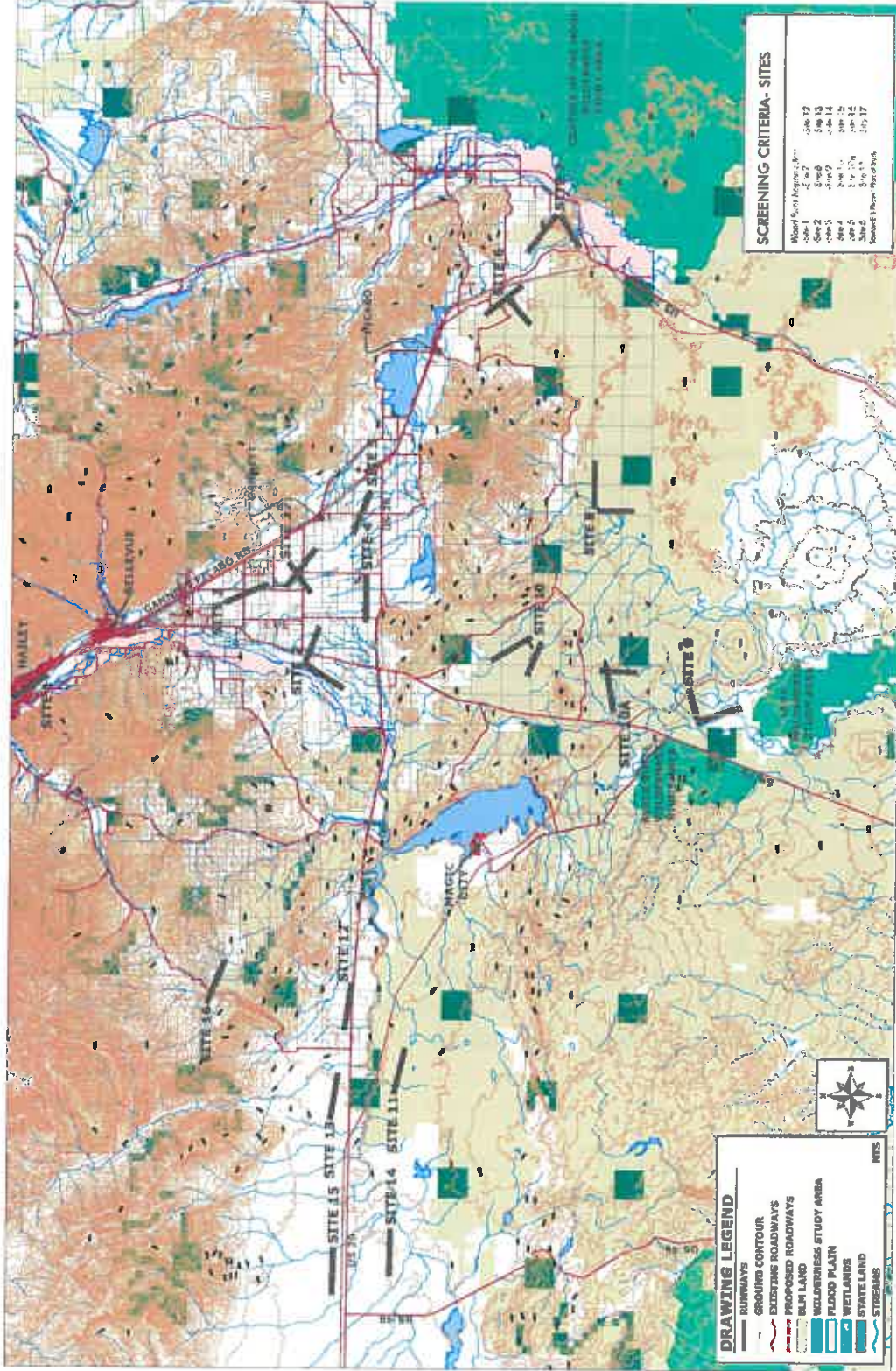
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Elements of and knowledge acquired during the EIS Phase I Plan of Study was incorporated into formal draft EIS chapters. However, due to cost and wild life issues, the FAA eventually terminated the EIS.

## **1.2 Alternative Replacement Airport Sites**

Seventeen potential replacement Airport sites were identified by previous planning studies/efforts and have been summarized in the previous sections. The 17 sites are presented again on **Exhibit 1.2-1** for reference. These 17 sites include Site 16, which was eliminated from further evaluation in the EIS Phase I Plan of Study (2008). For the purposes of this Study, and presentation of potential alternative replacement airport sites, Site 16 has been added back into the range of alternatives to ensure nothing is inadvertently overlooked in the future. No additional sites were identified, added, or evaluated as part of this effort. The 17 sites will be evaluated on a pass/fail basis using the screening criteria presented in the next section. The following is a description of Sites 2 through 17.

Exhibit 1.2-1  
EIS PHASE I PLAN OF STUDY (2008) – NEW REPLACEMENT AIRPORT SITES





**Site 2**

Site 2 is located in Blaine County near the Bellevue Triangle, which encompasses the area west of State Highway 75, east of the Big Wood River, and north of U.S. 20. The *2006 Feasibility Study* originally identified Site 2. The independent review of potential airport sites conducted in the 2008 EIS Phase I Planning Study moved the site north to adjust for topography south of the proposed location and to factor in the potential need to provide for a crosswind runway.

**Site 3**

Site 3 is located in Blaine County in the north-central portion of the Bellevue Triangle, which encompasses the area west of State Highway 75, east of the Big Wood River, and north of U.S. 20. The *2006 Feasibility Study* originally identified Site 3. The independent review of potential airport sites conducted in the 2008 EIS Phase I Planning Study did not modify the site.

**Site 4**

Site 4 is located in Blaine County at the southern end of the Bellevue Triangle parallel to and immediately north of U.S. 20. The *2006 Feasibility Study* originally identified Site 4. The independent review of potential airport sites conducted in the 2008 EIS Phase I Planning Study did not modify the site.

**Site 5**

Site 5 is located in Blaine County to the east of Site 4 (in the southeastern portion of the Bellevue Triangle), west of Gannett Picabo Road, and north of U.S. 20. The *2006 Feasibility Study* originally identified Site 5. The independent review of potential airport sites conducted in the 2008 EIS Phase I Planning Study did not modify the site.

**Site 6**

Site 6 is located in Blaine County approximately 2 miles to the southeast of the community of Picabo, 5 miles west-southwest of Carey, approximately 1 mile south of U.S. 20, and abuts the west side of Picabo Cutoff Road. The *2006 Feasibility Study* originally identified Site 6. However, the independent review of potential airport sites conducted in the 2008 EIS Phase I Planning Study modified the site to incorporate a crosswind runway alignment.

**Site 7**

Site 7 is located in Blaine County approximately 4 miles east-southeast of Site 6 and 4 miles south of Carey, Idaho. U.S. 26/93 is located a short distance to the east of the site and turns to form a portion of the southern boundary for the site. The *2006 Feasibility Study* originally identified Site 7. The independent review of potential airport sites conducted in the 2008 EIS Phase I Planning Study moved the site to incorporate a crosswind runway.



**Site 8**

Site 8 is located in Blaine County 2 miles north of the Blaine County/Lincoln County boundary, approximately 8 miles south of the Timmerman Hills, 8 miles east of State Highway 75, and 7 miles west of U.S. 26/93. The *2006 Feasibility Study* originally identified Site 8. However, the independent review of potential airport sites conducted in the 2008 EIS Phase I Planning Study modified the site in an attempt to achieve a CAT-I approach.

**Site 9**

Site 9 is located in the northeast corner of Lincoln County approximately 2 miles south of the Blaine/Lincoln County line, 1 mile north of Burmah Road, and approximately 1 mile east of State Highway 75. The site lies adjacent to a channel of the Big Wood River and was originally identified by the *2006 Feasibility Study*. However, the independent review of potential airport sites conducted in the 2008 EIS Phase I Planning Study modified the site to address the potential need for a crosswind runway.

**Site 10**

Site 10 is located in Blaine County approximately 2 miles to the east of State Highway 75 and approximately 2 miles to the north-northeast of Wedge Butte. The site is situated between Wedge Butte to the south and the Timmerman Hills to the north. The *2006 Feasibility Study* originally identified the site. However, the independent review of potential airport sites conducted in the 2008 EIS Phase I Planning Study modified the site to address the potential need for a crosswind runway.

**Site 10a**

Site 10a is a modification of Site 10 and was not part of the original *2006 Feasibility Study*. As this is a modification of Site 10, this site is referred to as Site 10a. Site 10a is situated approximately 2 miles south-southeast of Wedge Butte and 1 mile east of State Highway 75 in Blaine County.

**Site 11**

Site 11 is located in eastern Camas County just south of the Camas County/Blaine County boundary. The independent review of potential airport sites conducted in the 2008 EIS Phase I Planning Study adjusted the location of Site 11 from the locale identified in the *2006 Feasibility Study*. Originally located approximately 2 miles south of Moonstone Mountain, the proposed site was shifted west approximately 2.5 miles to a location 2 miles due south of the County Line Road/U.S. 20 intersection to take advantage of an existing road and bridge over Camas Creek.

**Site 12**

Site 12 is located in western Blaine County just east of the Camas County/Blaine County boundary. The independent review of potential replacement airport sites conducted in the 2008 EIS Phase I Planning Study adjusted the location of Site 12 from that originally identified in the *2006 Feasibility Study* to address the potential impact that Moonstone Mountain had on the viability of runway approach capabilities. Originally located approximately 0.5 mile north of U.S. 20, the proposed site was shifted south requiring realignment of U.S. 20. The site was also shifted east to keep the entire airport site and its associated RPZs within Blaine County.

**Site 13**

Site 13 is located in Camas County west of the Blaine/Camas County line, immediately west of Camas Creek and along the north side of U.S. 20 in Camas County. No substantial changes in location or configuration occurred to the original site, identified in the *2006 Feasibility Study*.

**Site 14**

Originally identified by the *2006 Feasibility Study*, Site 14 is located in Camas County, approximately 2 miles south of U.S. 20 and 1 mile to the east of State Highway 46. The site is bordered by Lincoln Avenue to the east, Five Mile Road to the west, Wylder Road to the north, and Bahr Ranch Road/Frostenson Road to the south. The independent review of potential sites conducted in the 2008 EIS Phase I Planning Study did not modify the site.

**Site 15**

Originally identified by the *2006 Feasibility Study*, Site 15 is located 2 miles north of Site 14. Site 15 is located in Camas County, abutting the north side of U.S. 20, with its western boundary defined by Selby Road (northerly extension of State Highway 46). The independent review of potential sites conducted in the 2008 EIS Phase I Planning Study did not modify the site.

**Site 16**

The *2006 Feasibility Study* originally identified Site 16. However, the independent review of potential airport sites conducted in the 2008 EIS Phase I Planning Study modified the site to incorporate the need for a crosswind runway. The site is located in Blaine County north of Site 12 along Camp Creek Road and approximately 8 miles from U.S. 20.

**Site 17**

Site 17 is a new site, not previously identified in the *2006 Feasibility Study*. The site is situated due south of Site 3 and north-northwest of Site 5 in the center of the Bellevue Triangle in Blaine County.

### 1.3 Identify Screening Criteria

The majority of the evaluation criteria identified by previous planning efforts and presented in preceding sections were reviewed and determined sufficient to evaluate the range of alternatives, therefore they will not be rehashed in this section. However, four of the more “technical” screening criteria were re-visited/updated in an effort to ensure current industry/local conditions and planning/design standards were reflected in the alternatives evaluation. These four screening criteria are defined below and used to re-evaluate each of the 18 alternatives.

- Ability to Meet Updated Airport Facility Requirements (as presented in this Master Plan)
- Ability to Prove Sponsorship/Location within Blaine County
- Expansion Opportunity
- Ability to Meet CAT I Approach Capabilities

These four screening criteria also reflect the three primary considerations that continue to drive the purpose/need for a new replacement airport and relate directly to the operation and viability of a new replacement Airport; these include:

- Provide an airport that conforms to FAA airport design standards, criteria, and orders (i.e. has a feasible location) and viable sponsor.
- Ensure the reliability of an airport serving the Wood River Region by providing approach capability that will allow operations during periods of reduced visibility. At a minimum, provide an approach capability allowing for operations down to a ceiling of 200 feet above airport elevation and one-half mile visibility.
- Ensure the ability of the Airport to accommodate growth in operational demand and in demand for new and expanded facilities.

#### 1.3.1 Ability to Meet Updated Airport Facility Requirements

The newly drafted capacity and facility requirements presented in *Chapter C, Capacity Analysis & Facility Requirements* (completed for this Master Plan Update), were compared to all 17 replacement airport sites to ensure industry planning and design standards were still being successfully realized by the alternatives. If a specific future facility requirement was not provided by the 2015 Draft MPU, but was required for new replacement airport site, then the facility requirements developed for the EIS Phase I Plan of Study (2008) were located, verified and/or updated if needed, and then used for the purposes of this task. The following functional areas were reviewed and results are presented below:

- Airside Facility Requirements
- Landside Facility Requirements (including Support Facility Requirements)

## Airside Facility Requirements

Airside facility requirements developed for the current draft Master Plan examined a multitude of physical facilities and improvements needed to safely and efficiently accommodate projected demand, including airfield dimensional criteria, approaches, NAVAIDs, lighting, and safety surfaces. Pavement strength and condition were also assessed in the facility requirements; however, do not affect the layout of the airfield at the replacement airport sites. However, it is expected that pavement strengths meet and/or exceed anticipated critical aircraft types in order to meet future demand.

### AIRFIELD DIMENSIONAL CRITERIA

As part of this Master Plan Update, airfield dimensional criteria, including runway length, airfield design standards, and taxiway system standards were examined to determine whether existing facilities met current and future demands. As part of this analysis, it was determined that the airport reference code is ARC C-III. However, although portions of the existing airfield do not meet C-III requirements, it is recommended that all replacement airport site alternatives be designed to handle C-III standards. In addition, runway length was analyzed utilizing 60, 70, and 80 percent useful load factors in *Chapter C, Capacity Analysis & Facility Requirements*. The analysis determined that most, if not all, commercial aircraft currently departing from SUN take weight penalties and any future change in commercial service at SUN that incorporates larger passenger service aircraft would result in the need for additional runway length. In anticipation of replacing regional jets such as the CRJ700, larger potential replacement aircraft such as the CRJ900 and E170/175 series aircraft would also require longer runway lengths. It should be noted that the EIS Phase I Plan of Study (2008) also conducted runway length requirements from an alternative replacement siting perspective and determined new primary runway length requirements for replacement sites. Based on that Study, if full payload and fuel weight were used for the SUN runway length calculations for all the proposed aircraft, then runway takeoff lengths required for a number of the aircraft types would be above typical runway lengths at comparable airports. Therefore, several payload and fuel weight scenarios were considered in the runway length analysis and revealed a consistent runway length of 8,500 feet (on average) for the primary runway of a new airport. For alternatives with a crosswind runway, the runway length required for the crosswind runway was 6,800 feet. For the purpose of this analysis, 8,500 feet for primary runways will continue to be assumed for the 17 replacement sites. While a secondary runway was not deemed necessary (for the existing site) under the *Chapter C, Capacity Analysis & Facility Requirements*, to meet the 20-year operations forecast for the planning period, some of the replacement airport sites will require a secondary 6,800-foot crosswind runway to meet wind coverage requirements and make the alternative feasible.

Airfield design standards required for future demand at SUN were determined to comply with RDC C-III-5000, meaning all replacement sites being considered will be designed to comply with corresponding FAA standards located in AC 150/5300-13A. This includes parking and operational safety separations, safety area and zone dimensions, and runway widths. All taxiways at SUN replacement sites will also need to comply with taxiway standards ADG III and TDG 5, as presented in *Chapter C, Capacity Analysis & Facility Requirements*.

#### INSTRUMENT APPROACHES, NAVAIDS, AND AIRFIELD LIGHTING

A study to improve the existing Airport's limited instrument approach procedures, NAVAID equipment and capabilities, and airfield lighting is currently underway.

It is recommended that the new replacement airport sites continue to include an instrument approach procedure for (at least) the primary runway end, capable of handling CAT I operations (200-foot ceiling and ½-mile visibility) if possible. At such time that a new replacement airport is required, and if an environmentally acceptable site cannot be identified that can accommodate a CAT I approach with 200-foot ceiling and ½-mile visibility minimums, then an environmentally acceptable site should be selected with the highest CAT I approach minimums possible. In addition, all replacement airport sites should be capable of accommodating all FAA required equipment and lighting associated with the approach minimums, including all other necessary NAVAIDs, communication facilities, and weather surveillance facilities (deemed necessary by the FAA) should also be accommodated.

#### FAR PART 77 AND THRESHOLD SITING SURFACES

Based on FAA design guidelines, any existing or proposed, manmade or natural structures affecting the takeoff and landing operations at an airport should be analyzed using FAR Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*. Therefore, a FAR Part 77 analysis of the new replacement airport sites was conducted as part of the alternatives development process in the previous planning study (2008 EIS Phase I Plan of Study) – so that each alternative was configured in the most efficient and safest manner possible (at that time). Following the analysis of the alternatives, the FAA then conducted a more in depth FAA Part 77 analysis, as well as, an analysis of the Threshold Siting Surfaces at each replacement site. These results are presented in Section 1.3.4 – Ability to Meet CAT I Approach Capabilities.

#### APRON AREA

*Chapter C, Capacity Analysis & Facility Requirements* determined the existing Airport's passenger apron area will require expansion and a maximum of seven aircraft parking positions will be needed in the long-term planning period during peak operations. An apron of this size should also be accommodated by the replacement airport sites; including additional room for possible post-planning period expansion.



## **Landside Facility Requirements**

Landside facility requirements developed for the current draft Master Plan include analyses of terminal facilities, aprons, access roads, and support facilities that affect the airside facilities, however, do not fall within the aircraft movement area of the airfield. *Chapter C, Capacity Analysis & Facility Requirements* determined the landside requirements necessary to meet existing and future demand at SUN. These requirements are presented below and reviewed in light of the 17 identified replacement airport sites.

### PASSENGER TERMINAL FACILITIES

The current passenger terminal building at SUN is currently undergoing an expansion plan that allows for an overall terminal expansion of 34,150 square feet. Renovations to the terminal facilities include baggage make-up areas, security, hold rooms, concessions, baggage claim, rental car counters, terminal parking lot, and apron work such as grading, paving, lighting, and GSE parking. The renovations associated with the terminal expansion are expected to be sufficient throughout the planning period; however, all components will experience congestion during the peak hour in the later part of the planning period, if forecast passenger levels materialize. Passenger terminal area size was examined for the replacement sites in the previous EIS Phase I Plan of Study (2008) and found that 50 acres would be sufficient for future demand at the replacement sites, with ample room for future expansion if needed. The 50 acres estimate includes the area occupied by the commercial passenger building, the terminal aircraft parking ramp, terminal circulation roadways, public parking areas, rental car ready return parking areas, and rental car service areas. This assumption meets and exceeds the requirements laid out in *Chapter C, Capacity Analysis & Facility Requirements*.

### ACCESS ROADS

*Chapter C, Capacity Analysis & Facility Requirements* explains that the current road system that connects to the existing Airport is sufficient throughout the planning period. Ample space for a road system that offers safe and efficient travel to and from the replacement airport sites was also considered in the previous study and continues to be an adequate future benchmark.

### SUPPORT FACILITIES

Proposed renovations to the existing Airport, outlined by the current Draft Master Plan suggest some alternatives with a net loss of general aviation facilities such as hangars and tie-down space. As a result, it is important that the replacement airport sites offer ample space for general aviation facilities. An approximate 25% increase in based aircraft is expected to take place over the planning period, as well as, an estimated 300 general aviation peak day (of the year) operations (90% of those being jets). In order to meet the 20-year general aviation forecast demand, an additional 400,000 SF of apron space is needed, along with 100,000 SF of hangar area and landside parking adjacent to these hangars. This reflects the expansion plans for the current Airport in *Chapter D, Existing Airport Site Alternatives* as Alternative 3. This is the only alternative that meets 100% of the

20-year general aviation forecast demand and is recommended if an alternative Airport site is selected, offering ample space for expansion.

Air cargo areas are currently sufficient, following the recent apron expansion completion. The new apron now offers nearly 53,000 square feet of apron area for cargo aircraft. This area can also accommodate additional general aviation and GSE parking when needed. This size would be sufficient for replacement sites, as well (throughout the planning period).

Maintenance facilities expansions are also planned, offering a multi-use 14,000 square-foot space for equipment storage and maintenance, ARFF, and other support facility needs and storage. This facility is expected to be sufficient throughout the planning period and the sizing should be used when planning for maintenance facilities at the replacement sites.

**Facility Requirements Summary**

At such time that a new replacement airport is required, the aforementioned airside, landside, and support facility requirements should be taken into account during planning. A summary, shown in **Table 1.3-1**, is provided below that lists all physical facility components recommended for a replacement airport and approximate "opening day" square footages/units.

**Table 1.3-1  
REPLACEMENT AIRPORT- FACILITY REQUIREMENTS**

<b>REPLACEMENT AIRPORT REQUIRED (PHYSICAL) FACILITIES</b>	
<b>FACILITY DESCRIPTION</b>	<b>SQUARE FEET</b>
Terminal/Concourse	21,000
Air Traffic Control Tower (ATCT)	13,000
Fuel Farm	12,000
Fixed Business Operations (FBO) Facilities/Area	102,000
Corporate General Aviation - Medium Size Hangars	8,000 each
Corporate General Aviation - Large Size Hangars	32,000 each
Snow/Maintenance/ARFF/Airport Ops Facilities/Area	32,000
Tie Down Apron (large enough for 60 tie downs)	-
Rental Car Maintenance with Fueling Station Facility/Area	42,000
T-Hangars (multi-unit; approx. 14 units)	21,000 each
Condo Hangars (multi-unit; approx. 10 units)	4,000 each
U.S.F.S./BLM (Bureau of Land Management) Operations	5,000 each
Self Service Fueling Area	2,000
Cargo Facilities/Area	7,000
Aeronautical Development Expansion Area	750,000

Source: Landrum & Brown, June 2015.

All 17-replacement airport sites are capable of accommodating the facility requirements set forth in *Chapter C, Capacity Analysis & Facility Requirements* of this current Draft Master Plan Update and all FAA standards set forth in AC 5300-13a. Based on this re-evaluation of airport facility requirements, all 17 sites will move onto the next level of screening (see **Table 1.3-2**).

### **1.3.2 Ability to Prove Sponsorship/Location within Blaine County**

A joint-partnership between the City of Hailey and Blaine County currently provides sponsorship to the existing SUN Airport; providing financial and organizational capacity to construct projects, operate, and manage the Airport. However, several of the alternative replacement Airport sites are not located within Blaine County so the current joint-partnership would not apply to those sites. Therefore, shortly after the EIS Phase I Plan of Study (2008) was completed, it was determined that a practical sponsor for each Airport site must be established and must have the financial and organizational capability to construct, operate, and manage the Airport on that site for the site to be considered feasible.

As a result, formal letters were requested on behalf of any governing bodies wishing to sponsor an Airport alternative site. In some cases, there was no response. Letters that were received at that time, either (1) indicated no interest in or financial capability to sponsor an airport, or (2) indicated an interest in sponsoring an airport, but no proof of financial capability to build, own, and operate an airport was provided. None of the counties or cities contacted Blaine County indicating an interest in participating in a joint or regional sponsorship. Therefore, it was determined at that time that the FMAA/Blaine County partnership was the only viable sponsor for a replacement airport to SUN. This would have eliminated five sites (9, 11, 13, 14, and 15) in the Counties of Lincoln and Camas from further study (see Table 1.3-2).

However, since that time, considerable regional- and state-level economic development activity focused on the Magic Valley region has occurred. Businesses and whole industries have been established in the region, which reach customers around the world and the value of air service to economic development has received wider recognition and acknowledgement. Therefore, as time passes and replacement airport discussions continue, changing/evolving conditions may warrant a fresh look at the regional airport concept.<sup>4</sup> As a result, the five sites mentioned above are shown as passing this criterion.

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<sup>4</sup> Development of Regional Airports in Idaho is governed by Title 21, Chapter 8 of the Idaho Code (the "Act"). The purpose of the Act is to provide for the development of regional airports, with the financial participation of individual counties based on the benefits received therefrom. The Act divides the state into five distinct "air regions." Blaine county is located in the "south central region" which is made up of the following counties: Blaine, Camas, Cassia, Gooding, Jerome, Lincoln, Minidoka and Twin Falls.

A summary of the process for creating a regional airport is as follows:

- 1) Upon receipt of a petition signed by at least 25 electors from each legislative district in the region, the Idaho transportation board shall create an interim board of trustees (1 from each district).
- 2) Each interim trustee shall establish a degree of financial participation for each county based on each counties distance from proposed airport, tax base and population of the county. Prior to an election to establish a regional airport authority, the interim board must establish, on a percentage basis, the degree of financial participation expected from each county in the region as well as the location of the proposed airport.
- 3) A Regional Airport Authority is established by a vote of electors in the region consistent with the following provisions:
  - A petition signed by at least 5% of the electors of each county in the region requesting the organization of the authority including the location and participation percentages filed with the Idaho Transportation Department (ITD).
  - The ITD sets the election; counties hold the election (May of even numbered year).
  - If a majority of votes in 3 or more contiguous counties vote in favor, then the ITD creates the authority based in counties that voted in favor. Counties voting against are excluded from the authority.
  - At the next primary election following creation of the authority, counties in authority elect a board of trustees (1 from each legislative district).
- 4) The Board then has authority to construct an airport, receive grants, assess & collect taxes in participating counties based on agreed percentages of benefit – budget not to exceed .05% market value in any county, etc.

### **1.3.3 Expansion Opportunity**

As the ability to accommodate growing demand decreases at the existing Airport site, it drives home the importance of considering and providing for expansion opportunities when looking at Airport alternative sites. The Wood River Valley is continuing to grow with both residents and tourists and with that growth comes increased aircraft activity and demand for airport facilities. The ability to accommodate not only existing demand but also future long-term demand is critical for any Airport alternative site. There is no point in building an Airport in a different location that has no room for expansion.

It has been determined that all twelve remaining new replacement airport sites have adequate land available to accommodate future expansion opportunities when the time comes (see Table 1.3-2).



Table 1.3-2  
SUMMARY OF NEW REPLACEMENT AIRPORT SITE ALTERNATIVES

Alternative Site	Ability to Meet Design Standards, Criteria, and Orders	Located within Blaine County	Ability to Accommodate Future Demand	Ability to Meet Category I Approach (no minimums specified)	Ability to Meet Category I Approach and Missed Approach (200-foot ceiling and 1/2-mile visibility)	Reasonable Alternative
Site 2	Pass	Pass	Pass	Fail	NA	Fail
Site 3	Pass	Pass	Pass	Fail	NA	Fail
Site 4	Pass	Pass	Pass	Pass	Fail	Fail
Site 5	Pass	Pass	Pass	Pass	Fail	Fail
Site 6	Pass	Pass	Pass	Pass	Fail	Fail
Site 7	Pass	Pass	Pass	Pass	Fail	Fail
Site 8	Pass	Pass	Pass	Pass	Fail	Fail
Site 9	Pass	Pass <sup>1</sup>	Pass	Fail	NA	Fail
Site 10	Pass	Pass	Pass	Pass	Fail	Fail
Site 10a	Pass	Pass	Pass	Pass	Pass	Pass
Site 11	Pass	Pass <sup>1</sup>	Pass	Fail	NA	Fail
Site 12	Pass	Pass	Pass	Pass	Pass	Pass
Site 13	Pass	Pass <sup>1</sup>	Pass	Pass	Pass	Pass
Site 14	Pass	Pass <sup>1</sup>	Pass	Fail	NA	Fail
Site 15	Pass	Pass <sup>1</sup>	Pass	Fail	NA	Fail
Site 16	Pass	Pass	Pass	Fail	NA	Fail
Site 17	Pass	Pass	Pass	Fail	NA	Fail

Notes:

1. Site would have failed criterion if original survey results were applied (see narrative in Section 1.3.2).
2. NA - Site was not evaluated for the screening criteria because it "failed" a previous screening criteria.

Source: Landrum & Brown, 2015.

**1.3.4 Ability to Meet CAT I Approach Capabilities**

Air service reliability continues to be one of the primary factors in the need for an airport to replace SUN. "Air service reliability" applies to both commercial aviation and all facets of GA; both segments of the aviation community need to be able to reasonably access the Airport during periods of reduced visibility. The current Airport experiences substantial periods, particularly during winter months, when the Airport is closed due to the high operational minimums required by the surrounding topography. According to the FMAA, the capability to accommodate a CAT I approach (no minimums specified) is deemed a necessity to ensure a reasonable level of operational reliability for a replacement commercial service airport. According to the FAA, the capability to accommodate a "full" CAT I approach, which includes a 200-foot ceiling and ½-mile visibility and the associated missed approach procedure, is deemed a necessity to ensure a reasonable level of operational reliability for a replacement commercial service airport. Therefore, this section evaluates each of the remaining sites to determine if they are capable of providing for a CAT I approach (no minimums specified) and a full CAT I (200-foot ceiling and ½-mile visibility and the associated missed approach procedure). Table 1.3-2 summarizes this evaluation.

Based on the evaluation, of the twelve remaining sites, only sites 4, 5, 6, 7, 8, 10, 10a, 12, and 17 have runways capable of providing some form of a CAT I approach (albeit, maybe not a 200-foot ceiling and ½-mile visibility), as illustrated in **Table 1.3-3**. Sites 2, 3, and 16 are the only three sites (of the twelve) that could not provide at least one CAT I approach regardless of the ceiling or visibility minimums; therefore, these three sites were eliminated from further consideration. The nine remaining sites were then evaluated to determine if they could meet the "full" CAT I minimums of a 200-foot ceiling and ½-mile visibility; Sites 10a and 12 are the only two replacement airport alternatives that could provide 200-foot ceiling with ½-mile visibility minimums.

**Table 1.3-3  
AIRPORT ALTERNATIVE SITES - CAT I CAPABILITIES**

CAT I Capabilities						
Site #	Primary Runway End			Secondary Runway End		
	Runway End	Ceiling (ft)	Visibility (miles)	Runway End	Ceiling (ft)	Visibility (miles)
Site 10a	7	200	1/2	25	250	1
Site 12	27	200	1/2	9	618	1 5/8
Site 6	13	247	1	31	1511	3
Site 7	11	250	3/4	29	250	1
Site 8	8	250	1	26	250	1
Site 10	32	250	1	14	N/A	N/A
Site 17	29	418	7/8	11	N/A	N/A
Site 4	26	493	1 1/4	8	1,148	3
Site 5	8	1,440	3	26	N/A	N/A

Notes: N/A- The Site cannot accommodate a CAT I approach

**Sites in green indicate they meet the full CAT I approach minimums (with 200-foot ceiling and ½-mile visibility)**

Source: Landrum & Brown, 2015.

#### 1.4 Summary – Based on Category I Approach and Missed Approach with a 200-foot Ceiling and ½-mile Visibility

The EIS Phase I Plan of Study (2008) identified Sites 4, 10A, and 12 to be carried forward into the EIS process for further evaluation. However, based on additional analysis conducted by the FAA Flight Procedures Office (FPO) shortly following the completion of the 2008 EIS Phase I Plan of Study, it was determined that Site 4's Runway 8 would actually have a 1,148-foot ceiling and 3-mile visibility and Runway 26 would have 493-foot ceiling and a 1¼-mile visibility. Therefore, only Sites 10A and 12 ended up having full CAT I approach capability. As a result, of the 17 new replacement airport sites, only sites 10a and 12:

1. have the ability to meet design standards, criteria and orders,
2. are capable of having a viable sponsor,
3. have the ability to accommodate future demand, and
4. provide for a Category I approach and missed approach with a 200-foot ceiling and ½-mile visibility.

As previously mentioned, these four criteria closely mirror/reflect the three primary considerations that continually drive the purpose/need identified by every replacement airport siting study done for SUN; these considerations include:

- Provide an airport that conforms to FAA airport design standards, criteria, and orders (i.e. has a feasible location) and viable sponsor.
- Ensure the reliability of an airport serving the Wood River Region by providing approach capability that will allow operations during periods of reduced visibility. At a minimum, provide an approach capability allowing for operations down to a ceiling of 200 feet above airport elevation and one-half mile visibility.
- Ensure the ability of the Airport to accommodate growth in operational demand and in demand for new and expanded facilities.

The following is a summary description of Replacement Airport Sites 10a and 12.

##### **SITE 10A**

Site 10a, depicted in **Exhibit 1.4-1**, consists of a southerly shift and realignment of Site 10, from the *2006 Feasibility Study*, moving the airport from the north side of Wedge Butte to the south side of the butte. However, it remains within the geographic area described in the Blaine County Commission resolution identifying the Sponsor's Proposed Airport site in the area on or around Site 10, south of the Timmerman Hills, and east of State Highway 75. This is a modification of the Sonners Flat site referenced as Site 10 in the Site Selection and Feasibility Study. Therefore, it is referred to as Site 10a. Site 10a takes advantage of the large expanse of high mountain desert that lies between the Blaine County/Lincoln County boundary to the south and Wedge Butte and the Timmerman Hills to the north.

The center of Site 10a is approximately 2 miles south-southeast of Wedge Butte and 1.5 miles east of State Highway 75. The site encompasses an estimated

1,532 acres of land, all of which is under the management of the BLM. Access to the site is via State Highway 75 and a proposed new access road that would extend approximately 1.5 miles east from State Highway 75 to the terminal development area. Given the identified location of Site 10a, the airport would be approximately 22 miles from the entrance into SUN.

The initial layout of the site considered the results of a limited wind-monitoring program conducted during the *2006 Feasibility Study*. The wind monitoring equipment was located near the Blaine County/Lincoln County boundary, east of State Highway 75, and southwest of the general vicinity of Site 10a. The results of this preliminary effort suggested that winds in the general vicinity of the site could necessitate the need for a crosswind runway to conform to FAA's recommended wind coverage criteria.

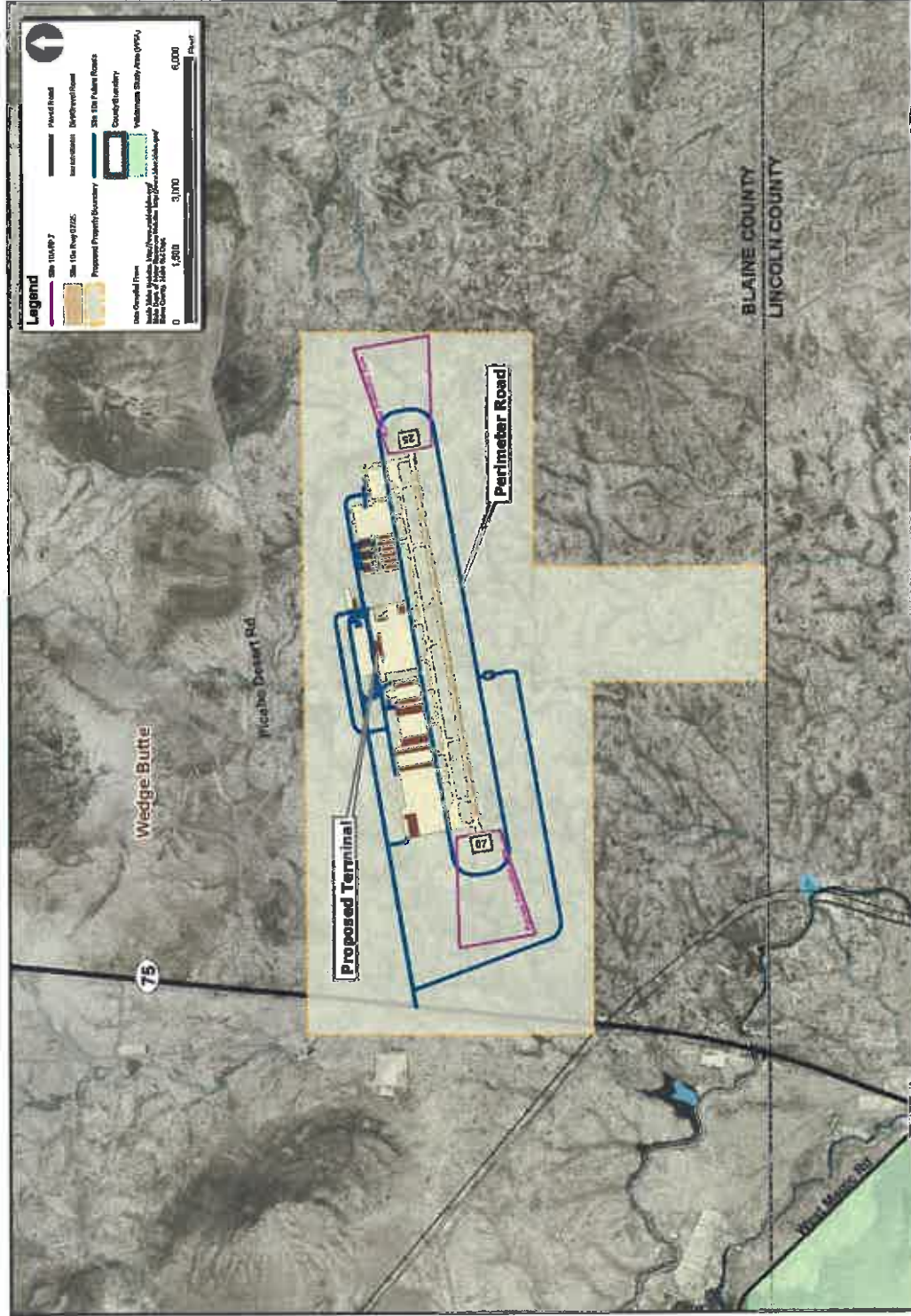
Following the 2008 EIS Phase I Planning Study and during the course of the EIS analysis (which was eventually terminated), a weather station was placed to the immediate east of Site 10a to gather detailed information relative to wind direction, velocity, ceiling, and visibility. The FAA collected data for 20 months from November 2008 through June 2010. Based on this data, the FAA determined that a crosswind runway was not necessary at Site 10a. Given this determination, the alignment of the runway shifted approximately 2,300 feet to the east to better conform to the site topography. The layout of the site also considered the elevation of several buttes in areas around the proposed site as it related to the development of approaches to both runway ends. Based on these factors, the runway was aligned along an approximate 070-degree by 250-degree orientation. In addition, the weather station verified that the airport would remain operational 98.1 percent of the time with a CAT-I instrument approach system. As previously described, CAT-I approaches can be accommodated to both ends of the runway at Site 10a. Although, only Runway 7 could achieve a CAT-I approach with a 200-foot ceiling and ½-mile visibility. The weather data also suggests that if an airport is located at Site 10a **without a CAT-I instrument approach system**, it is possible that the Site will only remain operational 84.5 percent of the time. In comparison, the existing site remains operational 95.3 percent of the time based on VFR conditions.

The aviation development area for Site 10a is along the north side of the runway along with the terminal, GA area, and most of the airport support uses. The ATCT would likely be situated on the southern side of the runway. In addition, land would be reserved on the south side of the runway alignment, within the defined airport property boundary, to accommodate future demand that might occur well into the future when the area on the north side of the runway is built out.

Site 10a slopes from the north-northeast to the south-southwest towards the Big Wood River. Within the limits of the site, the extent of change in elevation is approximately 100 feet, taking into consideration the 1,000-foot Runway Safety Areas (RSAs) off each runway end. The construction of the runway would have to address longitudinal grade requirements contained in FAA guidance. This would necessitate cutting and moving material (earth). Over the course of the 8,500-foot long Runway 7/25, the existing land elevations range from 4,830 feet Mean Sea Level (MSL) at the east runway end to 4,755 feet MSL at the west end of the runway.



Exhibit 1.4-1  
SITE 10A-DETAILED LAYOUT



Source: Landrum & Brown Analysis, 2010.

## SITE 12

Site 12, depicted in **Exhibit 1.4-2**, is located in western Blaine County just east of the Camas County/Blaine County boundary. Site 12 is located approximately 26 miles from the existing SUN. Following the 2008 EIS Phase I Planning Study and during the course of the EIS analysis (which was eventually terminated), the Site 12 proposed airport configuration was modified slightly from that proposed by the *2006 Feasibility Study*. The airport location in the *2006 Feasibility Study* was further to the north and slightly west of the airport configuration that the subsequently identified. Shifting the airport south and east within the general limits of Site 12, addressed a key flaw, the inability to accommodate instrument approaches that had limited the original Site 12 concept. With the refinement of the concept, there was the need to incorporate an approximate 2-mile realignment of U.S. 20 into the development of the airport site and the associated utilities and facilities that extend along the relocated roadway.

Site 12 is located on private property owned by five different parties. The site has been both cultivated and used for grazing purposes in the past, with the exception of a portion that is within the right of way for U.S. 20. As configured, Site 12 encompasses approximately 1,296 acres of land; including land required for the relocation of U.S. 20 and the associated realigned rights of way around the southern boundary of the proposed airport site.

Using 20 years of historic wind direction and velocity information from an Agrimet weather station located immediately west of Fairfield, it was determined that a single east-west runway would meet FAA wind coverage criteria. Site 12 and its associated runway are oriented along an estimated 090-degree/270-degree alignment. Additionally, following the 2008 EIS Phase I Planning Study, the FAA placed a weather station near the vicinity of Site 12 to gather detailed information relative to wind direction, velocity, ceiling, and visibility. The FAA collected data for 20 months from November 2008 through June 2010. The data confirmed that a crosswind runway was not necessary nor warranted at Site 12. In addition, the weather station verified that the airport would remain operational 93.6 percent of the time with a CAT-I Instrument approach system. As previously described, CAT-I approaches can be accommodated to both ends of the runway at Site 12. Although, only Runway 9 could achieve a CAT-I approach with a 200-foot ceiling and ½-mile visibility. The weather data also suggests that if an airport is located at Site 12 **without a CAT-I instrument approach system**, it is possible that the Site will only remain operational 78.6 percent of the time. In comparison, the existing site remains operational 95.3 percent of the time based only on VFR conditions. Given the weather conditions recorded for Site 12 by the FAA's 20-month sampling, it is recommended that when warranted (i.e. when the sponsor is ready to replace the existing airport), additional analysis be conducted to verify weather conditions and evaluate operational reliability.

The land area beyond the runway end to the east is generally level, with rising topography only occurring to the north of the site and in the area east of the Magic Reservoir (approximately 3.6 nautical miles from the runway end). West of the site, the land is level with the extended centerline not impacting rising topography for at least 9 nautical miles from the western end of the runway.

The conceptual airport layout plan for an airport at Site 12 proposes aviation-related development along the south side of the runway, allowing direct access to realigned U.S. 20. In addition, the planning conceptually identified two points of access from U.S. 20. The first would be located near the eastern end of the site and would provide access into the FBO and GA areas. The second would consist of a short access roadway, one- to two-tenths of a mile in length from U.S. 20 to the terminal area. The two roadways would connect and all would be contained within the airport boundary. Land was reserved, within the proposed airport property boundary, on the north side of the runway to meet long-term growth. The long-term growth is beyond which could be accommodated along the southern side of the runway. The conceptual layout provides access to property on the north side of the airport either by a roadway off U.S. 20, or by a short access road extending from County Line Road on the western end of the airport site to the property development north of the runway alignment.

The natural elevation along the alignment of the proposed runway ranges between 5,005 feet MSL on the western end to a high of 4,965 feet MSL at the east end. The general topography of the site falls from north-northwest to south-southeast.







## 1.5 Summary of Alternative Evaluation Considerations

The summary presented in Section 1.4 is based on information available from previous planning efforts and the update of four specific criteria: (1) ability to meet design standards, criteria and orders, (2) capable of having a viable sponsor, (3) ability to accommodate future demand, and (4) providing for Category I approach and missed approach capability with a 200-foot ceiling and ½-mile visibility. While this is a thorough and defensible approach resulting in a solid conclusion, this summary (i.e. Section 1.5) of Alternative Evaluation Considerations explores the possibility of a different overall result based on altering screening criteria/assumptions that could influence future evaluations of potential replacement airport sites. The screening criteria/assumptions that are being challenged in this summary include the following:

- It is unlikely that any site located on land controlled by the Bureau of Land Management (BLM) will survive an environmental impact/analysis process due to the associated regulatory process.
- Accepting a replacement airport site that provides for better minimums than the existing SUN (but not a "full" Category I Approach and Missed Approach) is better than the existing situation.
- Site 17's runway orientation could be rotated slightly to achieve "full" Category I approach and missed approach capability.

The aforementioned criteria/assumptions are described below.

Due to the Bureau of Land Management (BLM) regulatory process, it is unlikely that any new replacement airport site located on BLM land would be environmentally approved and implemented. Current BLM and U.S Forest Service land use plans target the conservation of Sage-Grouse habitats by restricting economic development across 165 million acres in the American West<sup>5</sup>. The level of development permitted within the various Sage-Grouse Habitat Management designations is a key factor in understanding the practicability of developing each replacement airport site, while recognizing these designations/restrictions could change in the future. The majority of the replacement airport sites located in the study area falls within a Sage-Grouse Habitat Management Area. Based on the current understanding of conservation areas, it would be considered unreasonable to develop airport facilities on BLM land. Given this information, it is recommended that a new evaluation criterion be added to the screening process: BLM Land vs. Non-BLM Land. Based on this new criteria, if any or a portion of a new replacement airport site is located on BLM land it will "fail" to move forward in the screening process. Of the 17 sites, eight are located on BLM land (Sites 6, 7, 8, 9, 10, 10a, 11, and 16) so they would be eliminated from further consideration. The alternative evaluation/screening summary has been revised to reflect this new criterion and is presented in **Table 1.5-1**.

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<sup>5</sup> BLM Sage-Grouse Habitat Conservation Program:  
[http://www.blm.gov/wo/st/en/prog/more/sage\\_grouse\\_home2.html](http://www.blm.gov/wo/st/en/prog/more/sage_grouse_home2.html)

It would be preferable to build a new replacement airport with the ability to accommodate an instrument approach procedure for the primary runway end, capable of CAT I operations (200-foot ceiling and ½-mile visibility). If a replacement airport site could be identified that was capable of providing a CAT I approach with higher visibility minimums, and was an excellent candidate site in all other regards, the FMAA might want to consider the site(s). Especially if the site(s) had, an overall better ceiling/visibility and was operationally safer than the existing location. Of course, the FAA would have to agree to the justification as well, since federal funds would be required to develop the replacement airport. If this viewpoint is given merit, the evaluation process would require that an alternative not only "fail" the Category I Approach criteria (either the "no minimums specified" or "full"), but would also have to exhibit another fatal flaw or fail another screening criteria to be eliminated as a potential replacement airport site.

As previously mentioned, during an additional analysis conducted by the FAA FPO shortly following the completion of the 2008 EIS Phase I Plan of Study, it was determined that Site 17's runway orientation could possibly be rotated approximately 5-degrees to achieve "full" CAT I capability. The other sites analyzed by the FAA FPO (Sites 4, 5, 6, 7, 8, 10, 10a, and 12) would not benefit from a similar adjustment.

Table 1.5-1 presents a summary of this alternative evaluation/screening scenario. A site "Fails" to be a "Reasonable Alternative" if it "fails" more than one evaluation criteria; it earns a "Fail/Pass" if it only "fails" one evaluation criteria.

Reading from left to right on the evaluation summary, Sites 2 through 17 (including 10a) all meet FAA design standards, criteria, and orders, and have the ability to accommodate future demand. While Sites 9, 11, 13, 14, and 15 were determined not to have a viable sponsor (based on previously completed outreach efforts) and therefore, would have been eliminated from further consideration, it was decided to "pass" the sites on this criteria given that changing/evolving conditions may warrant a fresh look at the regional airport concept in the future. Eight of the sites are located on BLM land (Sites 6, 7, 8, 9, 10, 10a, 11, and 16) and could be eliminated from further consideration.

This leaves six sites remaining; Sites 2, 3, 4, 5, 12, and 17. Sites 2 and 3 cannot provide for at least one CAT I approach regardless of the ceiling or visibility minimums; therefore, these two sites could be eliminated from further consideration.

**Table 1.5-1  
ALTERNATIVE SUMMARY - NEW REPLACEMENT AIRPORT SITE ALTERNATIVES**

Alternative Site	Ability to Meet Design Standards, Criteria, and Orders	Ability to Accommodate Future Demand	Located within Blaine County	Located on Private Property (no BLM Land Required)	Ability to Meet Category I Approach (no minimums specified) <sup>5</sup>	Ability to Meet Category I Approach and Missed Approach (200-foot ceiling and ½-mile visibility) <sup>5</sup>	Reasonable Alternative
Site 2	Pass	Pass	Pass	Pass	Fail	Fail	Fail
Site 3	Pass	Pass	Pass	Pass	Fail	Fail	Fail
Site 4	Pass	Pass	Pass	Pass	Pass	Fail	Fail/Pass
Site 5	Pass	Pass	Pass	Pass	Pass	Fail	Fail/Pass
Site 6	Pass	Pass	Pass	Fail	Pass	Fail	Fail
Site 7	Pass	Pass	Pass	Fail	Pass	Fail	Fail
Site 8	Pass	Pass	Pass	Fail	Pass	Fail	Fail
Site 9	Pass	Pass	Pass <sup>6</sup>	Fail	Fail	Fail	Fail
Site 10	Pass	Pass	Pass	Fail	Pass	Fail	Fail
Site 10a	Pass	Pass	Pass	Fail	Pass	Pass	Fail
Site 11	Pass	Pass	Pass <sup>6</sup>	Fail	Fail	Fail	Fail
Site 12	Pass	Pass	Pass	Pass	Pass	Pass	Pass
Site 13	Pass	Pass	Pass <sup>6</sup>	Pass	Fail	Fail	Fail
Site 14	Pass	Pass	Pass <sup>6</sup>	Pass	Fail	Fail	Fail
Site 15	Pass	Pass	Pass <sup>6</sup>	Pass	Fail	Fail	Fail
Site 16	Pass	Pass	Pass	Fail	Fail	Fail	Fail
Site 17	Pass	Pass	Pass	Pass	Pass	Fail/Pass	Fail/Pass

**Notes:**

1. Site Fails as a "Reasonable Alternative" if it Fails more than one category. Site earns a Fail/Pass if it only Fails one category.
2. Sites 2 through 17 (including 10a) all meet design standards, criteria, and orders, and have the ability to accommodate future demand.
3. Sites 4 and 5 can achieve a CAT I approach (no minimums specified), but not Full CAT I approach; if it's decided that a CAT I approach (no minimums specified) is acceptable then Sites 4 and 5 could be feasible. However, the CAT I minimums that can be achieved are very high and there are still possible environmental issues.
4. Based on the FAA's FPO review of Site 17, following the completion of the 2008 EIS Phase I Planning Study, it might be possible to rotate the proposed runway alignment by 5 degrees and achieve a "full" Category I Approach and Missed Approach (200-foot ceiling and ½-mile visibility). This is not true for the other sites.
5. Criterion refers to a site's ability to meet airspace requirements. The percentage of time a site is in VFR/IFR weather conditions is not a factor of this comparative evaluation. Evaluating site "reliability" (i.e. percentage of time the potential replacement airport would be operational) can only be compared to Sites 4, 10a, and 12 because of data availability. If deemed appropriate, additional weather data could be collected to expand the evaluation of potential replacement airport sites.
6. Site would have failed criterion if original survey results were applied (see narrative in Section 1.3.2).

Of the four remaining sites (4, 5, 12 and 17), only Site 12 is able to meet and pass all evaluation criteria.<sup>6</sup> Sites 4, 5, and 17 each only failed the "full" Category I Approach criteria. However, Site 4 has very high ceiling/minimums for a Category I Approach and cannot be easily adjusted to improve the situation. Site 5 can only have one CAT I capable approach on the Runway 8 approach end and it cannot be adjusted to achieve "full" CAT I minimums.

In addition, a substantial portion of Sites 4 and 5 would encompass jurisdictional wetlands and waters of the United States. The Clean Water Act, Section 404 (b) (1) Guidelines limits the US Army Corp of Engineers to permitting the least environmentally damaging practicable alternative to accomplish the project purpose. Therefore, because it is likely there are other sites that would accomplish the need and do not impact wetlands or waters of the United States, it would not be possible to obtain a federal permit to impact the wetlands or waters of the United States by constructing an airport on Sites 4 or 5. Idaho and Blaine County each have jurisdiction through their respective stream alteration permitting processes and floodway, floodplain or wetland regulations. A Blaine County stream alteration permit also is contingent upon a Section 404 permit. Under these state and local regulations, the impacts of an airport to the waterways and wetlands of Blaine County at sites 4 or 5 would not be permissible.

Since the FAA FPO determined that Site 17 might be able to be rotated by approximately 5-degrees to make it a feasible alternative, it is recommended that at the time the Airport sponsor chooses to further investigate the possibility of replacing the existing Airport, Site 17 should be fully vetted with the FAA FPO. The FAA FPO can use their modeling tools to determine if there is a modification that could be made to the Site (based on current wind data) that would make the Site a viable alternative.

Based on this optional evaluation scenario, Site 12 is the most viable, followed by Site 17 (if it can be adjusted to achieve a "full" Category I Approach), Site 4 (if higher Category I Approach ceilings/minimums are acceptable to the FAA), and then Site 5 (if only one CAT I Approach is acceptable and it has high ceiling/minimums).

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<sup>6</sup> Following the 2008 EIS Phase I Planning Study, the FAA placed a weather station near the vicinity of Site 4, 10a, and 12 to gather detailed information relative to wind direction, velocity, ceiling, and visibility. The FAA collected data for 20 months from November 2008 through June 2010. The weather data suggests that an airport located at Sites 4, 10a, or 12, **without a CAT-I instrument approach system**, may not be as reliable as the existing site (i.e. the new airport may require flight diversions more often than currently required by the existing site). Given the weather conditions recorded for Sites 4, 10a, and 12 by the FAA's 20-month sampling, it is recommended that when warranted (i.e. when the sponsor is ready to replace the existing airport), additional analysis be conducted to verify that the weather conditions at these sites allow for improved reliability over the existing site. New and additional/updated weather information will be required for any sites that show promise as a replacement airport site.



## 1.6 Evaluation Criteria Limitations

Based on the extensive analysis and evaluation criteria used to assess potential replacement airport sites over the past 15 years by both the FMAA and FAA, one thing is clear: there is no easy solution and/or perfect site for a replacement airport. Moreover, the evaluation criteria used to assess the potential replacement airport sites have their own challenges and will likely continue to evolve as existing conditions change.

Several challenges exist with the replacement airport sites located within the Bellevue Triangle and the associated evaluation criteria. These challenges include impacts to the Silver Creek watershed, consisting of a number of wetlands, natural springs and spring-fed creeks, which are tributary to main-stem Silver Creek, a tributary of the Little Wood River. The 800-acre Silver Creek Preserve is owned by the Nature Conservancy and is part of the Silver Creek watershed, which is protected by over 10,000 acres of private conservation easements, either sold or donated to the Nature Conservancy, or other agencies. Sites 4 and 5 would encompass portions of these natural features and protected lands.

In addition, future analyses of alternative Airport sites located within the triangle would have to consider consistency with the Blaine County Comprehensive Plan and compliance with Blaine County land use and related ordinances. None of the replacement airport sites located in the Bellevue Triangle would be an allowable use under current Blaine County land use regulations. An update to the Blaine County Comprehensive Plan is underway, and could potentially affect the plausibility of the replacement airport sites located in Blaine County should the Plan and the land use codes be amended.

Finally, the Sage-Grouse issues associated with federally-administered public lands located outside the Bellevue Triangle should also be monitored. The U.S. Department of Interior, in its Environmental Impact Statement Record of Decision published in September 2015, has classified Greater Sage Grouse (GSG) habitat, in areas where replacement airport sites are being considered, as Priority Habitat Management Area (PHMA), or its higher-priority subset, Sagebrush Focal Area (SFA). Listing of Greater Sage-Grouse under the Endangered Species Act has been avoided because its habitat will be managed under the rules of these classifications. Airports are not considered an acceptable development within these areas. The delineation of these sensitive habitat areas could change depending on the success of sage grouse recovery, or other factors.

As time passes and replacement airport discussions continue, it will be important to encourage future studies not only to "understand" previously identified alternatives and the extensive analysis performed for each potential airport site, but also to build upon that knowledge based on current local conditions. Changed local conditions may warrant a fresh look at the replacement airport sites.

## 1.7 Executive Summary

The purpose of this Master Plan chapter is to document and re-evaluate, as needed, replacement sites that have been identified previously as potential sites for Friedman Memorial Airport (SUN), once relocation becomes necessary. Ultimately, seventeen sites (including 10a) in addition to the current site were identified in the 2006 Feasibility Study and 2008 Environmental Impact Statement (EIS) Phase I Planning Study. All have been reviewed and updated primarily according to technical screening criteria including the ability: to meet design standards, criteria and orders; to have a viable sponsor; to accommodate future demand; to provide for Category I approach.

Additionally, all sites have been subjected in this chapter to consideration under some alternative evaluation criteria. These include the ability to survive regulatory criteria; the acceptability of less than full Category I approach and missed approach, that are nevertheless better than at the current site; the acceptability of re-orienting Site 17's runway to make it a feasible site. Finally, limitations of all these evaluation criteria are discussed, including environmental and land use regulations affecting Blaine County, at the time of writing.

In conclusion, combining the technical and alternative evaluation criteria and accounting for the limitations, only Site 12 is a viable replacement airport site located within Blaine County. It is possible that if, or when, some of these conditions change, a fresh new look at any of the replacement airport sites may be warranted in the future, including the possibility of a regional airport concept.

Friedman Memorial Airport



# Master Plan Update Financial Implementation Analysis

PREPARED FOR:  
Friedman Memorial Airport Authority

PREPARED BY:  
RICONDO & ASSOCIATES, INC.

IN ASSOCIATION WITH:  
Mead & Hunt, Inc.



**RICONDO**  
& ASSOCIATES  
May 19, 2016 | DRAFT

Ricondo & Associates, Inc. (R&A) prepared this document for the stated purposes as expressly set forth herein and for the sole use of the Friedman Memorial Airport Authority and its intended recipients. The techniques and methodologies used in preparing this document are consistent with industry practices at the time of preparation. Ricondo & Associates, Inc. is not registered as a municipal advisor under Section 15B of the Securities Exchange Act of 1934 and R&A does not provide financial advisory services within the meaning of such Act.




MEMORANDUM

VIA EMAIL

Date: May 19, 2016

To: Mr. Rick Baird, Airport Manager  
Friedman Memorial Airport

From: GEOFFREY A. WHEELER, SENIOR VICE PRESIDENT 

Subject: SUN MASTER PLAN UPDATE – FINANCIAL IMPLEMENTATION ANALYSIS

Attached for your review and use are the following Tables depicting key elements of the SUN Master Plan Update – Financial Implementation Analysis:

1. Financial Implementation Analysis Assumptions
2. Existing Airport Scenario Capital Improvement Plan (CIP) – Costs and Funding
3. Existing Airport Scenario – Annual Funding and Cash Flow
4. Replacement Airport Scenario Capital Improvement Plan (CIP) – Costs and Funding
5. Replacement Airport Scenario – Annual Funding and Cash Flow

Below are descriptions for each and corresponding assumptions and conclusions for your information and consideration:

**Table 1. Financial Implementation Analysis Assumptions**

Included in this Table are key assumptions and metrics related to SUN activity levels, operating revenues, operating expenses, Federal Aviation Administration (FAA) capital improvement plan funding levels, anticipated Passenger Facility Charge (PFC) fee levels, private investment as well as rental car/customer facility charge (CFC) revenue investment in the two plans.

**Table 2. Existing Airport Scenario Capital Improvement Plan (CIP) – Costs and Funding**

This Table provides project costs and anticipated funding sources for the Existing Airport Scenario CIP for the short-term, mid-term, and long-term planning horizons. Each project is analyzed based upon its total cost; estimated eligible funding sources (i.e. FAA AIP, PFC, and Local Funds); and use of FAA Entitlement and/or Discretionary funds. The following summarizes the costs and funding allocations for the proposed 20-year CIP for this scenario:

- Total Plan Cost is \$47.8 million comprised of \$31.8 million FAA (\$18.5M entitlement and \$13.3M discretionary); \$0.85 million PFC; and \$15.2 million Authority





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- The FAA Airport Improvement Program (AIP) funding share for this scenario is 93.75%
- \$1.0 million AIP entitlements/year are allocated by FAA throughout the plan
- \$850,000 in AIP Entitlement carryover funding is available for use for FY2017 projects
- Current PFC applications (09/10) commit all collections through FY2024. PFC revenue generated between FY2024-2034 can be used for Pay-as-you-go projects during this period and to pay back the Authority for projects in FY2017-2023 timeframe (see projects with “\*”)
- The Terminal ATO/Ticketing Renovation and Expansion Project (\$1.2 million) programmed for completion in FY2018 assumes 100 percent local funding. It is expected that approximately 30 percent of this amount is eligible to be reimbursed through PFC collections in future years. PFC funding is not available to support this project in FY2018 because this revenue stream is committed to the Authority’s Applications 09 and 10
- The Authority collects sufficient PFC revenue to fund all eligible projects within the proposed CIP based upon the SUN Master Plan passenger enplanement forecast. While the Authority will need to initially allocate its funds as the local match for some FAA AIP projects, the anticipated PFC revenue to be generated during this period more than offsets local grant matching requirements and will allow the Authority to recoup these initial allocations and reimburse its Reserve Fund
- The following projects are to be funded 100 percent with local funds as they are ineligible for FAA AIP grants:
  - Construct New Surface Parking Lot, Alt 2 (107 spaces) – 2017
  - Construct New Surface Parking Lot, Alt 3 Phase 1 (286 spaces) – 2022
  - Acquire Land Auto Parking – 2022
  - Construct New Surface Parking Lot, Alt 3 Phase 2 (125 spaces) – 2030
  - Construct Parking Structure (net increase 150 spaces) – 2034

These projects total \$12.8 million representing 83 percent of the Authority’s anticipated total capital outlay expected as the result of this planning effort with the Parking Structure comprising \$10.0 million of this total.

**Table 3. Existing Airport Scenario – Annual Funding and Cash Flow**

A cash flow analysis for the period FY2017-2034 is presented in this spreadsheet. It includes forecasts of: airline revenue, non-airline revenue, other revenue, operating expenses, and net operating revenue anticipated for the Authority during this period. PFC reimbursements being generated through the Authority’s current applications (09/10) as well as those anticipated to be generated through a subsequent application(s) for projects included in this plan are also presented. CIP expenditures described in Table 2 are also factored into the forecasts to yield a projected annual ending balance for



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the Authority. Supplementing these data is a summary of AIP Grants, application of PFC funds, and allocations from Local Funds.

Based upon the assumptions utilized to generate this cash flow analysis as well as our understanding of the anticipated projects and corresponding eligibility for AIP and PFC funding, it is projected that the Authority will produce positive cash flows until FY2034 when construction of the automobile Parking Structure is proposed to be undertaken.

**Table 4. Replacement Airport Scenario Capital Improvement Plan (CIP) – Costs and Funding**

This Table provides project costs and anticipated funding sources for the Replacement Airport Scenario CIP. The following summarizes the costs and funding allocations for the proposed 20-year CIP for this scenario:

- Total Plan Cost is \$337.9 million comprised of \$113.8 million FAA (\$18.9M entitlement and \$95.0M discretionary); \$5.0 million PFC; \$136.1 million Authority; \$80.0 million 3<sup>rd</sup> Party, and \$3.0 million CFC/Rental Cars. The 3<sup>rd</sup> Party and CFC/Rental Car funding is to be used in association with the Replacement Airport Project
- It is assumed that the following projects for the existing Airport will need to be completed during the period FY2017-2021:
  - Expand Commercial Apron
  - Construct Air Traffic Control Tower
  - Rehabilitate Runway
  - Terminal ATO/Ticketing Renovation & Expansion
  - Acquire ARFF Equipment
  - Acquire SRE Equipment

Projects not recommended for funding during this timeframe are listed for reference purposes

- Projects associated with the Replacement Airport Project commence in FY2022 with occupancy occurring in FY2034
- The Replacement Airport Project is assumed to cost \$322 million consisting of \$100 million FAA (\$13.0M entitlement and \$87.0M discretionary); \$4.8 million PFC; \$134.0 million Authority; \$80.0 million 3<sup>rd</sup> Party, and \$3.0 million CFC/Rental Cars
- The Airport Authority will multi-year its AIP entitlements for the following periods: FY2022-2024 (\$3.0 million); FY2025-2028 (\$4.0 million) and FY2029-2034 (\$6.0 million) for the Replacement Airport
- The FAA will allocate \$87.0 million in AIP Discretionary Funds for the Replacement Airport for a total investment of \$100.0 million
- FAA funding is dedicated solely to airfield work and control tower/Navaid construction



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**Table 5. Replacement Airport Scenario – Annual Funding and Cash Flow**

A cash flow analysis for the period FY2017-2034 is presented in this spreadsheet. Like Table 3, it includes forecasts of: airline, non-airline, other revenue, operating expenses, and net operating revenue anticipated for the Authority during this period and considers the assumptions from Table 4.

Based upon the assumptions utilized to generate this cash flow analysis, our understanding of the anticipated projects and corresponding eligibility for AIP and PFC funding, it is projected that the a local funding shortfall of \$127.6 million exists for this scenario.

Please advise if you should have any questions or require clarification of the data and analysis contained in these Tables. Thank you in advance for your time and consideration.

ENCLOSURES

cc: 16070919 01 1170  
Bryan Elliot, R&A  
Jason Apt, R&A  
Evan Barrett, M&H  
Mark McFarland, M&H  
Dave Mitchell, T-O Engineers  
Read File

**Table 1: Financial Implementation Analysis Assumptions (1 of 3)**

ASSUMPTION	FACTOR	DESCRIPTION
<b>GENERAL ASSUMPTIONS</b>		
Projection period	FY 2017 - FY 2034	
Existing Airport Scenario		The existing airport will continue to be operated, maintained, and improved to meet applicable standards and demand requirements through the projection period
Replacement Airport Scenario		Critical maintenance and improvement projects will be undertaken at the existing airport, while construction of the a replacement airport begins in FY 2022 and ends in FY 2034 (DBO FY 2035)
Budget		Projections of revenues and expenses are generally based on the Authority's FY 2016 budget (using FY 2016 as the base year)
Inflation	3.0%	CPI
Airline CPE Increase	3.0%	To Result in 3.0% Real Annual Increase for Rent and Landing Fee; consistent with previous analysis
<b>Activity Growth</b>		
Enplaned Passengers	3.48%	2014 Master Plan, Chapter B
Total Operations	1.40%	2014 Master Plan, Chapter B
<b>AIRLINE REVENUE</b>		
Airline rented space (existing)	3,170 s.f.	Current airline rented area
Airline rented space (future)	4,227 s.f.	Airline lease space increases by 1/3 in FY 2019 following completion of the Terminal ATO/Ticketing Renovation & Expansion project
Airline landed weight	1.40%	Annual aircraft operations growth
Terminal rental rate		Assumed rate schedule from FY17-FY20 in accordance with new airline agreement. Starting in FY21, rental rates increase by a combination of CPI + 3% CPE increase every two years
Landing fees		Landing fees increase by a combination of CPI + 3% CPE increase every two years
Gate fees		Gate fees increase by a combination of CPI + 3% CPE increase every two years
Utility fees (annual growth)	4.00%	R&A Assumptions, consistent with previous analyses
<b>NONAIRLINE REVENUE</b>		
<b>Automobile Rental</b>		
Commission	4.98%	Enplaned passenger growth + 1/2 inflation
Counter	3.0%	Inflation
Parking	3.48%	Enplaned passenger growth
Utilities	4.00%	Utility expense growth rate
Auto Parking	3.48%	Enplaned passenger growth; assumes revenues increase as demand increases, but parking rates do not increase
<b>Terminal Concession Revenue</b>		
Advertising Commission	4.98%	Enplaned passenger growth + 1/2 inflation; under Existing Airport scenario, revenue bumps of 5% occur in FY27 and FY34 following completion of concourse expansion projects that would result in added advertising space
Vending Machines Commission	4.98%	Enplaned passenger growth + 1/2 inflation
<b>FBO Revenue</b>		
Lease Space	3.0%	Inflation, based on Authority's lease log for FBO facilities
Tiedown Fees	1.40%	Annual aircraft operations growth
Landing Fees - Transient	1.40%	Annual aircraft operations growth
Commission	3.0%	Inflation



**Table 1: Financial Implementation Analysis Assumptions (2 of 3)**

ASSUMPTION	FACTOR	DESCRIPTION
<b><u>Fuel Flowage Fees</u></b>		
Fuel sold	1.40%	Annual aircraft operations growth
Fuel flowage fee - Jet A	12.00%	Historical rate held constant through projection period
Fuel flowage fee - AvGas	10.00%	Historical rate held constant through projection period
		Inflation; for both scenarios, \$9,000 is added to each of FY18 and FY19 to account for additional planned hangar units (3,600 s.f. at \$2.50/s.f.); in the Existing Airport scenario, \$75,000 is added to FY23 following completion of the New GA Hangar Site project -- total new area = 60,000 s.f., assumes half is developed as hangar space at \$2.50/s.f.
Hangars	3.0%	
Postal Carrier	3.0%	Inflation
Ground Transportation Permits	4.98%	Enplaned passenger growth + 1/2 inflation
TSA	3.0%	Inflation
<b><u>OTHER REVENUE</u></b>		
Miscellaneous/Other Revenue	3.0%	Inflation
Interest Income	\$3,080	FY 2016 budget value held constant through projection period
<b><u>OPERATING EXPENSES</u></b>		
<b><u>Operating Expense Growth</u></b>		
Employee wages, benefits and taxes	3.00%	R&A Assumptions, consistent with previous analysis
Supplies	3.00%	
Utilities	4.00%	
Services and Contracts	3.00%	
Repairs and Maintenance	2.00%	
Insurance	3.00%	
Other Operating Expenses	2.00%	
Miscellaneous Capital Expenditures	1.00%	
Replacement Airport	1.00%	

**Table 1: Financial Implementation Analysis Assumptions (3 of 3)**

ASSUMPTION	FACTOR	DESCRIPTION
<b>FUNDING SOURCES</b>		
<u>Passenger Facility Charges (PFCs)</u>		
PFC level per eligible enplaned passenger	\$4.50	
Percent eligible enplaned passengers	92%	
PFC reimbursement		Projects identified on the current PFC Applications 09 and 10 have been funded by the Authority and PFC revenues are being used to reimburse the Authority for these costs
FY 2017 beginning PFC fund balance	\$159,109	Estimated by taking the current PFC fund balance through May 2, 2016 and adding projected revenues to be collected through the remainder of FY 2016
<u>Airport Improvement Program (AIP) Grants</u>		
Annual entitlement grants	\$1 million	Minimum annual entitlement funds for nonhub airports Generally assumed to cover the difference between the federal AIP share and the amount able to be funded with entitlement funds
Discretionary grants		
General AIP federal share	93.75%	Maximum federal share for nonhub airports in Idaho
Third-party/private investment		In the Replacement Airport scenario, it is assumed that third-party/ private investment will be used to fund general aviation and FBO facilities at the replacement airport
Funding for rental car-related projects		In the Replacement Airport scenario, it is assumed that customer facility charges and/or rent payments from rental car agencies will be used to fund all rental car facilities at the replacement airport
<p>SOURCE: Ricondo &amp; Associates, Inc., May 2016, based on information provided by the Friedman Memorial Airport Authority and Mead &amp; Hunt, Inc.</p> <p>PREPARED BY: Ricondo &amp; Associates, Inc., May 2016.</p>		

Table 2: Existing Airport Scenario CIP - Costs and Funding

	COMPLETION YEAR	ESTIMATED COST <sup>1/</sup>	ESTIMATED FUNDING SOURCES			AIP FUNDING SOURCES		
			AIP	PFC	LOCAL FUNDS	TOTAL AIP	ENTITLEMENT	DISCRETIONARY
<b>SHORT-TERM CIP (2017-2018)</b>								
Reconfigure Terminal Auto Parking and Roadways	2017	\$ 181,000	\$ 169,688	\$ -	\$ 11,313	\$ 169,688	\$ 169,688	\$ -
Expand Commercial Apron	2017	1,639,000	1,536,563	-	102,438	1,536,563	1,492,813	43,750
Control Tower Siting Study with AFTIL	2017	200,000	187,500	-	12,500	187,500	187,500	-
Terminal ATO/Ticketing Renovation & Expansion	2018	1,200,000	-	-	1,200,000	-	-	-
Construct New Surface Parking Lot, AK 2 (107 Spaces)	2018	670,000	-	-	670,000	-	-	-
Acquire Land for GA Expansion	2018	442,000	414,375	-	27,625	414,375	414,375	-
Acquire ARFF Equipment	2018	600,000	562,500	-	37,500	562,500	562,500	-
Subtotal Short-Term CIP		\$ 4,932,000	\$ 2,870,625	\$ -	\$ 2,061,375	\$ 2,870,625	\$ 2,826,875	\$ 43,750
<b>MID-TERM CIP (2019-2024)</b>								
Expand GA Aprons (Recapture Pre-RSA Improvements)	2019	\$ 2,769,000	\$ 2,595,938	\$ -	\$ 173,063	\$ 2,595,938	\$ 812,188	\$ 1,783,750
Control Tower Conceptual Design & Environmental Assessment	2019	225,000	210,938	-	14,063	210,938	210,938	-
Control Tower Design & Permitting	2020	700,000	656,250	-	43,750	656,250	656,250	-
Rehabilitate Runway	2021	2,311,000	2,166,563	-	144,438	2,166,563	1,343,750	822,813
Acquire SRE Equipment	2021	500,000	468,750	-	31,250	468,750	468,750	-
New GA Hangar Area (Site Preparation, Access Road, & Parking)	2022	1,144,000	1,072,500	-	71,500	1,072,500	1,072,500	-
Control Tower Construction	2022	6,600,000	6,187,500	-	412,500	6,187,500	1,000,000	5,187,500
Construct New Surface Parking Lot, AK 3 Phase 1 (286 Spaces)	2022	761,000	-	-	761,000	-	-	-
Acquire SRE Equipment	2022	500,000	468,750	-	31,250	468,750	468,750	-
Acquire Land for Auto Parking	2022	900,000	-	-	900,000	-	-	-
Expand Commercial Apron (3 Positions)	2023	1,788,000	1,676,250	-	111,750	1,676,250	437,500	1,238,750
Control Tower Commissioning	2023	100,000	93,750	-	6,250	93,750	93,750	-
Acquire SRE Equipment	2023	500,000	468,750	-	31,250	468,750	468,750	-
Remove 2 GA Hangars	2024	168,000	157,500	10,500	-	157,500	157,500	-
Acquire SRE Equipment	2024	500,000	468,750	31,250	-	468,750	468,750	-
Subtotal Mid-Term CIP		\$ 19,466,000	\$ 16,692,188	\$ 41,750	\$ 2,732,063	\$ 16,692,188	\$ 5,649,375	\$ 11,042,813
<b>LONG-TERM CIP (2025-2034)</b>								
Terminal Security Checkpoint Expansion	2025	\$ 800,000	\$ 750,000	\$ 50,000	\$ -	\$ 750,000	\$ 750,000	\$ -
Terminal Concourse Expansion - East	2026	1,000,000	937,500	62,500	-	937,500	937,500	-
Expand GA Apron (20-year Demand)	2027	3,200,000	3,000,000	200,000	-	3,000,000	1,686,250	1,313,750
Acquire SRE Equipment	2028	2,000,000	1,875,000	125,000	-	1,875,000	1,000,000	875,000
Construct New Surface Parking Lot, AK 3 Phase 2 (125 Spaces)	2030	444,000	-	-	444,000	-	-	-
Terminal Concourse Expansion - West	2033	6,000,000	5,625,000	375,000	-	5,625,000	5,625,000	-
Construct Parking Structure (net increase 150 spaces)	2034	10,000,000	-	-	10,000,000	-	-	-
Subtotal Long-Term CIP		\$ 23,444,000	\$ 12,187,500	\$ 812,500	\$ 10,444,000	\$ 12,187,500	\$ 9,998,750	\$ 2,188,750
<b>TOTAL CIP</b>		<b>\$ 47,842,000</b>	<b>\$ 31,750,313</b>	<b>\$ 854,250</b>	<b>\$ 15,237,438</b>	<b>\$ 31,750,313</b>	<b>\$ 18,475,000</b>	<b>\$ 13,275,313</b>

NOTES:

Asterisk (\*) denotes that the project is potentially PFC eligible. Authority existing PFC collections are obligated thru 2023. It is recommended that the Authority seek authorization to impose/use a PFC for the project upon completion of existing PFC.  
<sup>1/</sup> Estimated costs assumed to be in current (2018) dollars.

Table 3 - Existing Airport Scenario - Annual Funding and Cash Flow <sup>1/</sup>

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
<b>OPERATING RESERVE</b>																		
Beginning Balance	\$ 2,000,000	\$ 2,466,385	\$ 997,760	\$ 1,334,455	\$ 1,837,165	\$ 2,229,251	\$ 646,310	\$ 1,189,266	\$ 1,870,742	\$ 2,573,070	\$ 3,297,669	\$ 3,919,914	\$ 4,656,242	\$ 5,533,918	\$ 5,933,691	\$ 6,439,899	\$ 6,978,491	\$ 7,545,126
Airline Revenue	258,616	275,176	315,100	328,305	339,350	353,734	365,533	381,200	393,806	410,872	424,342	442,932	457,527	477,576	492,963	515,020	531,468	555,496
Nonairline Revenue	2,609,458	2,693,566	2,780,585	2,865,628	2,945,544	3,032,447	3,197,459	3,292,953	3,391,879	3,494,375	3,603,268	3,713,477	3,827,715	3,946,147	4,068,944	4,196,286	4,328,361	4,468,311
Other Revenue	36,040	37,029	38,047	39,096	40,177	41,290	42,436	43,617	44,833	46,085	47,375	48,704	50,073	51,483	52,935	54,431	55,971	57,558
Leas: Operating Expenses	(2,765,289)	(2,844,228)	(2,925,481)	(3,009,119)	(3,095,713)	(3,183,816)	(3,275,065)	(3,368,978)	(3,465,656)	(3,565,182)	(3,667,643)	(3,773,125)	(3,881,721)	(3,993,525)	(4,108,633)	(4,227,145)	(4,349,165)	(4,474,799)
Net Revenue	\$ 138,824	\$ 161,543	\$ 208,251	\$ 219,910	\$ 229,858	\$ 243,654	\$ 310,362	\$ 348,791	\$ 364,862	\$ 386,150	\$ 407,943	\$ 431,587	\$ 453,394	\$ 481,661	\$ 506,209	\$ 538,592	\$ 566,635	\$ 607,567
PPC Reimbursement	\$ 453,811	\$ 304,957	\$ 315,569	\$ 326,551	\$ 337,915	\$ 349,674	\$ 361,843	\$ 372,685	\$ 337,466	\$ 338,449	\$ 214,902	\$ 304,341	\$ 444,282	\$ 342,092	\$ -	\$ -	\$ -	\$ -
CFP Expenditures	\$ (126,250)	\$ (1,935,125)	\$ (187,125)	\$ (43,750)	\$ (175,680)	\$ (2,176,250)	\$ (149,250)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (444,000)	\$ -	\$ -	\$ -	\$ (10,000,000)
Ending Balance	\$ 2,466,385	\$ 997,760	\$ 1,334,455	\$ 1,837,165	\$ 2,229,251	\$ 646,310	\$ 1,189,266	\$ 1,870,742	\$ 2,573,070	\$ 3,297,669	\$ 3,919,914	\$ 4,656,242	\$ 5,533,918	\$ 5,933,691	\$ 6,439,899	\$ 6,978,491	\$ 7,545,126	\$ (1,847,307)
<b>FUNDING SUMMARY</b>																		
CFP Funding Requirement	\$ 2,020,000	\$ 2,912,000	\$ 2,994,000	\$ 2,994,000	\$ 2,811,000	\$ 9,905,000	\$ 2,388,000	\$ 668,000	\$ 800,000	\$ 1,000,000	\$ 3,200,000	\$ 2,000,000	\$ -	\$ 444,000	\$ -	\$ -	\$ 6,000,000	\$ 10,000,000
APP Grants	1,893,750	976,875	2,806,875	656,250	2,635,313	7,728,750	2,238,750	626,250	750,000	937,500	3,000,000	1,875,000	-	-	-	-	5,625,000	-
PPC Funds	-	-	-	-	-	-	41,750	50,000	62,500	200,000	200,000	125,000	-	-	-	-	375,000	-
Local Funds (Operating Reserve)	126,250	1,935,125	187,125	43,750	175,688	2,176,250	149,250	-	-	-	-	-	-	444,000	-	-	-	10,000,000
Total Funding Sources	\$ 2,020,000	\$ 2,912,000	\$ 2,994,000	\$ 700,000	\$ 2,811,000	\$ 9,905,000	\$ 2,388,000	\$ 668,000	\$ 800,000	\$ 1,000,000	\$ 3,200,000	\$ 2,000,000	\$ -	\$ 444,000	\$ -	\$ -	\$ 6,000,000	\$ 10,000,000
Funding Deficiency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

<sup>1/</sup> See Table 1, for assumptions.

SOURCE: Ricardo B. Associates, Inc., May 2016, based on information provided by the Frisheim Memorial Airport Authority and Mead & Hunt, Inc.

PREPARED BY: Ricardo B. Associates, Inc., May 2016.



Table 4: Replacement Airport Scenario CIP - Costs and Funding

COMPLETION YEAR	ESTIMATED COST <sup>1/</sup>	ESTIMATED FUNDING SOURCES			AIP FUNDING SOURCES			
		AIP	PFC	LOCAL FUNDS	3RD PARTY	CFE/RACE <sup>2/</sup>	TOTAL AIP	ENTITLEMENT DISCRETIONARY
<b>EXISTING AIRPORT CIP</b>								
2017	\$ 185,000	\$ 189,688	\$ -	\$ 11,313	\$ -	\$ -	\$ 189,688	\$ 189,688
2017	1,639,000	1,536,563		102,438			1,536,563	1,492,813
2017	200,000	187,500		12,500			187,500	187,500
2018	1,200,000			1,200,000				
<b>TOTAL</b>								
	600,000	562,500		37,500			562,500	562,500
2019	225,000	210,938		14,063			210,938	210,938
2020	700,000	656,250		43,750			656,250	656,250
2021	500,000	468,750		31,250			468,750	468,750
2019	500,000	468,750		31,250			468,750	468,750
2021	6,600,000	6,187,500		412,500			6,187,500	1,000,000
2019	500,000	468,750		31,250			468,750	468,750
2021	100,000	93,750		6,250			93,750	93,750
2020	500,000	468,750		31,250			468,750	468,750
2020	500,000	468,750		31,250			468,750	468,750
2021	2,000,000	1,875,000	125,000				1,875,000	1,875,000
<b>SUBTOTAL EXISTING AIRPORT CIP</b>								
	\$ 15,948,000	\$ 13,823,438	\$ 356,250	\$ 1,965,313	\$ -	\$ -	\$ 13,823,438	\$ 5,850,000
<b>REPLACEMENT AIRPORT CIP</b>								
2023	\$ 2,000,000			\$ 2,000,000				
2023	25,000,000			25,000,000				
2024	50,000,000	22,500,000		27,500,000			22,500,000	3,000,000
2025	10,000,000			10,000,000				
2026	15,000,000			15,000,000				
2027	2,000,000			2,000,000				
2028	80,000,000	64,000,000		16,000,000			64,000,000	4,000,000
2029	5,000,000			5,000,000				
2030	15,000,000	13,500,000		1,500,000			13,500,000	6,000,000
2031	35,000,000			35,000,000				
2032	3,000,000			3,000,000				
2033/2034	80,000,000			80,000,000				
<b>SUBTOTAL LONG-TERM CIP</b>								
	\$ 322,000,000	\$ 100,000,000	\$ 4,828,717	\$ 134,171,283	\$ 80,000,000	\$ 3,000,000	\$ 100,000,000	\$ 13,000,000
<b>TOTAL CIP</b>								
	\$ 337,948,000	\$ 113,823,438	\$ 4,984,967	\$ 136,136,596	\$ 80,000,000	\$ 3,000,000	\$ 113,823,438	\$ 18,850,000

NOTES:  
 Asterisk (\*) denotes that the project is potentially PFC eligible. Authority existing PFC collections are obligated thru 2023. It is recommended that the Authority seek authorization to impose/use a PFC for the project upon completion of existing PFC.  
 1/ Estimated costs assumed to be in current (2016) dollars.  
 2/ Rental car facilities assumed to be funded with CFC revenues under rental car company rent.  
 SOURCES: Mead & Hunt, Inc. SUN Master Plan Cost Analysis, April 26, 2016; Mead & Hunt, Inc. Generic Replacement Airport Improvement Program Analysis, February 11, 2016; Ricardo & Associates, Inc., May 2016.  
 PREPARED BY: Ricardo & Associates, Inc., May 2016.

Table 5: Replacement Airport Scenario - Annual Funding and Cash Flow<sup>1/</sup>

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034		
<b>OPERATING RESERVE</b>																				
Beginning Balance	\$ 2,000,000	\$ 2,466,385	\$ 1,695,385	\$ 2,142,642	\$ 2,582,813	\$ 2,575,626	\$ 1,168,935	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Airline Revenue	256,616	275,176	315,100	326,305	339,350	333,794	365,533	381,200	397,806	410,872	424,342	442,932	457,327	477,576	492,963	515,020	531,468	555,496	585,496	
Nonairline Revenue	2,609,458	2,693,566	2,780,585	2,861,628	2,945,544	3,032,447	3,122,439	3,215,703	3,312,312	3,412,420	3,516,172	3,623,715	3,735,204	3,850,003	3,970,678	4,095,008	4,223,976	4,357,775	4,501,775	
Other Revenue	36,040	37,029	38,047	39,086	40,177	41,290	42,436	43,617	44,833	46,085	47,375	48,704	50,073	51,483	52,935	54,431	55,971	57,558	59,197	
Less: Operating Expenses	(2,765,289)	(2,644,228)	(2,529,481)	(2,409,119)	(2,295,213)	(2,183,836)	(2,075,065)	(1,968,978)	(1,868,978)	(1,765,182)	(1,657,643)	(1,543,129)	(1,423,721)	(1,300,337)	(1,173,029)	(1,042,745)	(910,529)	(777,349)	(643,259)	
Net Revenue	\$ 138,824	\$ 161,543	\$ 208,251	\$ 219,910	\$ 229,658	\$ 243,634	\$ 255,362	\$ 271,591	\$ 285,294	\$ 304,195	\$ 320,247	\$ 342,226	\$ 360,883	\$ 386,337	\$ 407,943	\$ 437,313	\$ 462,250	\$ 486,050	\$ 509,564	
PHC Reimbursement	\$ 453,811	\$ 304,957	\$ 315,569	\$ 295,301	\$ 212,915	\$ 349,674	\$ 361,843	\$ 87,031	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CFP Expenditures	\$ (126,250)	\$ (1,237,500)	\$ (76,563)	\$ (75,000)	\$ (450,000)	\$ (2,000,000)	\$ (1,786,141)	\$ (358,572)	\$ (285,294)	\$ (304,195)	\$ (320,247)	\$ (342,226)	\$ (360,883)	\$ (386,337)	\$ (407,943)	\$ (437,313)	\$ (462,250)	\$ (486,050)	\$ (509,564)	
Ending Balance	\$ 2,466,385	\$ 1,695,385	\$ 2,142,642	\$ 2,582,813	\$ 2,575,626	\$ 1,168,935	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>FUNDING SUMMARY</b>																				
CFP Funding Requirement	\$ 2,020,000	\$ 1,800,000	\$ 1,225,000	\$ 1,700,000	\$ 9,200,000	\$ 2,000,000	\$ 25,000,000	\$ 50,000,000	\$ 10,000,000	\$ 15,000,000	\$ 2,000,000	\$ 80,000,000	\$ 5,000,000	\$ 15,000,000	\$ 35,000,000	\$ 3,000,000	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	
Air Grants	1,893,750	562,500	1,148,438	1,593,750	8,625,000	-	22,500,000	-	-	-	-	64,000,000	-	13,500,000	-	-	-	-	-	
Local Funds (Operating Reserve)	176,750	1,237,500	76,563	31,250	125,000	-	-	358,572	285,294	304,195	320,247	342,226	360,883	386,337	407,943	437,313	462,250	486,050	509,564	
Third Party/Other Funds	-	-	-	75,000	450,000	2,000,000	1,786,141	358,572	285,294	304,195	320,247	342,226	360,883	386,337	407,943	437,313	462,250	486,050	509,564	
CFP Revenues/Rental Car Rems	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total Funding Sources	\$ 2,070,500	\$ 1,800,000	\$ 1,225,000	\$ 1,700,000	\$ 9,200,000	\$ 2,000,000	\$ 1,786,141	\$ 22,858,572	\$ 285,294	\$ 304,195	\$ 320,247	\$ 64,342,226	\$ 360,883	\$ 13,886,337	\$ 5,236,660	\$ 3,000,000	\$ 40,000,000	\$ 40,000,000	\$ 40,000,000	
Funding Deficiency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (23,213,859)	\$ (27,144,428)	\$ (8,714,706)	\$ (14,695,805)	\$ (1,679,754)	\$ (15,657,774)	\$ (6,639,117)	\$ (1,113,669)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Funding Deficiency</b>																				

NOTE: 1/ See Table 3 for assumptions.

SOURCE: Ricardo & Associates, Inc., May 2016, based on information provided by the Friedman Memorial Airport Authority and Mead & Hunt, Inc.

PREPARED BY: Ricardo & Associates, Inc., May 2016.

Richard R Baird  
 Friedman Memorial Airport  
 1616 Airport Circle

Hailey, ID 83333

February 24, 2016

Federal Aviation Administration  
 Federal Aviation Administration  
 Western Service Area Air Traffic Organization FOIA Coordinator  
 Mailcode: AJO2-W52  
 1601 Lind Avenue SW  
 Renton, WA 98057-4056

Received by ATO WSA  
 Date Received: 02/24/2016  
 FOIA #: 2016-004040W  
 Requestor: BAIRD  
 ID/Event Date: N/A  
 Location: HAILEY, ID  
 Fac/Pkg: N/A

FOIA Coordinator:

This is a request under the Freedom of Information Act. I request that a copy of the following documents (or documents containing the following information) be provided to me:

On February 17, 2016 I received an E-mail from Craig Powers Quality Control Group, AJV-W13. Mr. Powers is investigating an inquiry received via the Aviation Safety Hotline regarding operations at Friedman Memorial Airport. In the e-mail Mr. Powers indicated that he was interested in obtaining any documentation I may have which specifically addresses the issues raised in the hotline complaint. I called Mr. Powers and provided him comment related to his e-mail. I also let Mr. Powers know that it would be much easier to provide information if I had more detail related to the hotline complaint. In a follow-up e-mail Mr. Power informed me that to get more detail I would have to file a FOIA request. I am requesting all information related to the inquiry/hotline complaint referenced in the February 17 e-mail. This request includes any response to the inquiry provided by the FAA. The purpose of this request is to get information that would allow the Friedman Memorial Airport to insure that they have provide all information to Mr. Powers that is necessary for him to appropriately respond to the hotline inquiry.

In order to determine my status to assess fees, you should know that my fee category is:

all others.

The maximum dollar amount I am willing to pay for this request is \$100. Please notify me if the fees will exceed \$25.00 or the maximum dollar amount I entered.

Thank you for your consideration of this request.

Sincerely,

Richard R Baird  
 Airport Manager

Phone: 208-788-9003  
[rick@iflysun.com](mailto:rick@iflysun.com)



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Office of Audit and Evaluation

**ATTACHMENT 8**



800 Independence Ave., SW  
Washington, DC 20591

**MAY 24 2016**  
Mr. Richard Baird  
Airport Manager  
Friedman Memorial Airport Authority  
1616 Airport Circle  
Hailey, ID 83333

Friedman Memorial Airpon  
FILE ORIGINAL / COPY  
Received: JUN 02 2016  
c: RB

Dear Mr. Baird:

Re: Freedom of Information Act (FOIA) request 2016-004040

This letter is in response to your February 24, 2016 Freedom of Information Act (FOIA) seeking:

*On February 17, 2016 I received an E-mail from Craig Powers Quality Control Group, AJV-W13. Mr. Powers is investigating an inquiry received via the Aviation Safety Hotline regarding operations at Friedman Memorial Airport. In the e-mail Mr. Powers indicated that he was interested in obtaining any documentation I may have which specifically addresses the issues raised in the hotline complaint. I called Mr. Powers and provided him comment related to his e-mail. I also let Mr. Powers know that it would be much easier to provide information if I had more detail related to the hotline complaint. In a follow-up e-mail, Mr. Powers informed me that to get more detail I would have to file a FOIA request. I am requesting all information related to the inquiry/hotline complaint referenced in the February 17 e-mail. This request includes any response to the inquiry provided by the FAA.*

A search was conducted of the Office of Audit and Evaluation's Aviation Safety Hotline Information System (ASHIS). Ten (10) pages were revealed that pertained to your specific request and ten (10) pages will be released to you. Five (5) of the pages have been redacted under Exemption 6 of the FOIA. The redactions include the name of the complainant and aircraft numbers mentioned in the complaint. Exemption 6 of the FOIA protects information that pertains to an individual "the disclosure of which would constitute a clearly unwarranted invasion of personal privacy." 5 U.S.C. 552(b)(6). When applying Exemption 6, the FAA weighs the privacy interest of an individual against any public interest in the records.

The Federal Aviation Administration Northwest Mountain Region's Air Traffic Organization, Western Service Area has also been assigned to respond to your request and will reply separately with the results of their search.

The undersigned is responsible for this partial denial. You may request reconsideration of this determination by writing the Assistant Administrator for Finance and Management (AFN-140), Federal Aviation Administration, 800 Independence Avenue., SW,

Washington, DC 20591 or through electronic mail at: FOIA-Appeals@faa.gov. Your request for reconsideration must be made in writing within 45 days from the date that the initial determination was made, and must include all information and arguments relied upon. Your appeal must also state that it is an "appeal" from the above-described denial of a request made under the FOIA and include your assigned FOIA control number. The envelope containing the appeal should be marked "FOIA."

Processing your request by this office cost less than \$20; therefore, no fees will be assessed.

Sincerely,

A handwritten signature in black ink, appearing to read 'H. Clayton Houshee', written over a horizontal line.

H. Clayton Houshee  
Director

Enclosures



**Contact the Aviation Safety Hotline****9-AWA-APA-WebManagement (FAA)**

Sent: Monday, January 04, 2016 6:16 PM

To: 9-FAAHotline (FAA)

**I am a: Member of Aviation Community****How may help you:**I have an aviation safety concern

**Describe your Concern, Inquiry or Comment:**I am registering this concern for aviation safety and the potential for a serious disaster regarding aircraft operations at Friedman Memorial Airport (SUN). SUN lies just southeast of Hailey, Idaho and within the Wood River Valley. Surrounded by high terrain on three sides the airport is located right of center looking northwest in the narrow valley and began operation years ago as a small general aviation airport. Today it has a non-radar contract tower and for a number of year's corporate jets and commercial air carrier activity (Horizon Air, Bombardier Q400 and SkyWest operating Embraer EMB-120 aircraft for Delta Connection) have been operating into SUN along with small aircraft. For the most part landings and takeoffs at SUN were accomplished using a normal left hand pattern for arrivals to the north with departure to the south or north depending on winds. Opposite direction Takeoff and landing were used quite a bit for the larger aircraft trying to keep aircraft from flying over Hailey. It is also understood that that airport management directs the tower on what approach is to be used which does not seem appropriate. Since SkyWest turbo prop aircraft were replaced with Canadair CRJ-700 aircraft airport management has solicited contracts with United Airlines operating CRJ-700 aircraft to increase more flights to improve tourism in the valley. Recently millions of federal dollars were spent through an Airport Improvement Program to upgrade this high risk airport to enable these larger commercial aircraft. Back in August 2012 The FAA suspended opposite-direction operations nationwide do to near collisions at Reagan National. Somehow SUN continued to practice this operation despite the critical location of this airport and the safety of the community. As a non-radar controlled airport most aircraft arrive from the south into the valley and hopefully are intercepted by the tower and aircraft are launched to the south out of the Valley and later picked up by FAA Center. Some aircraft have some level of TCAS but many don't. Communication and Separation of aircraft is very critical in the narrow valley. Many aircraft have been known to arrive VFR with no communication with the tower. The narrow valley and high terrain leaves little room for aircraft to avoid a collision. The community has a growing concern about this landing practice in lieu of their personal safety. Especially the town of Bellevue 2 miles to the South where near misses have occurred. Several weeks ago a large jet was heard passing low near the hills to the east of SUN over Woodside and their high school during heavy overcast. Apparently not seeing the airport it was heard turning to the west and went out Croy Canyon just north of SUN. I don't understand why the tower would have even permitted this occurrence. Another resident in west Bellevue recently heard a large aircraft approaching low and slow from the south towards SUN on a trajectory used by many departing aircraft. Something is seriously wrong. Many residents have voiced concern over the tower, airport management and have lost trust in its operation. Aircraft arrival and departures have been observed taking many different trajectories which leads to whether an FAA approved procedure is in place. A search on the Aviation Safety Reporting System for SUN shows at least five instances of pilots reporting a near midair collision south of SUN. For instance see the following ACN#s:

[REDACTED] In addition the following ACN#s were aircraft that took off or landed without a clearance and could have ended up in a collision: [REDACTED]

[REDACTED] It appears that an egregious error may have been made by the FAA. I don't believe that Flight Standards, Airport Division and Air Traffic have even communicated this policy together and may have accidentally sanctioned opposite-direction operations without full knowledge or consideration to the potential or imminent safety impact. Further it is believed that opposite-direction operations need to be rescinded at this airport until a viable approach is worked out and the community knows they will be safe. Your consideration and full investigation into this high risk activity will definitely be appreciated. Thank You.

**Incident Date:**01/04/2016**I wish to remain anonymous:**No**Contact Information:****First Name:** [REDACTED]**Last Name:** [REDACTED]**Address:** N/A**City:** N/A**State:** [REDACTED]**Zip Code:** N/A**Phone:** N/A**Email:** [REDACTED]**International Phone:** N/A**I agree to let FAA provide my contact information and supporting documents to the following, as appropriate****FAA offices involved with the investigation of my concerns:**Yes**U.S. Federal agencies other than FAA (example, Transportation Security Administration):**No**International organizations with jurisdiction over aviation issues:**NoSubmitted from path: [https://www.faa.gov/contact/safety\\_hotline/submitted/index.cfm](https://www.faa.gov/contact/safety_hotline/submitted/index.cfm)

User Agent: Mozilla/5.0 (Windows NT 6.1; WOW64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/47.0.2526.106 Safari/537.36

2/1/2016

RE: Contact the Aviation Safety Hotline

**RE: Contact the Aviation Safety Hotline**

9-FAAHotline (FAA)

Sent: Monday, February 01, 2016 11:44 AM

To: [REDACTED]

Dear [REDACTED]

Thank you for contacting the Federal Aviation Administration (FAA) Hotline. Your report has been received and referred for investigation. If you have any questions and/or would like to provide additional information please reference the following report number: S20160129010.

We appreciate you contacting the FAA Hotline concerning this issue.

Sincerely,

Federal Aviation Administration  
Office of Audit and Evaluation  
800 Independence Avenue SW  
Washington DC 20591  
1-800-255-1111

From: 9-AWA-APA-WebManagement (FAA)

Sent: Monday, January 04, 2016 6:16 PM

To: 9-FAAHotline (FAA)

Subject: Contact the Aviation Safety Hotline

I am a: Member of Aviation Community

How may help you: I have an aviation safety concern

**Describe your Concern, Inquiry or Comment:** I am registering this concern for aviation safety and the potential for a serious disaster regarding aircraft operations at Friedman Memorial Airport (SUN). SUN lies just southeast of Hailey, Idaho and within the Wood River Valley. Surrounded by high terrain on three sides the airport is located right of center looking northwest in the narrow valley and began operation years ago as a small general aviation airport. Today it has a non-radar contract tower and for a number of year's corporate jets and commercial air carrier activity (Horizon Air, Bombardier Q400 and SkyWest operating Embraer EMB-120 aircraft for Delta Connection) have been operating into SUN along with small aircraft. For the most part landings and takeoffs at SUN were accomplished using a normal left hand pattern for arrivals to the north with departure to the south or north depending on winds. Opposite direction Takeoff and landing were used quite a bit for the larger aircraft trying to keep aircraft from flying over Hailey. It is also understood that that airport management directs the tower on what approach is to be used which does not seem appropriate. Since SkyWest turbo prop aircraft were replaced with Canadair CRJ-700 aircraft airport management has solicited contracts with United Airlines operating CRJ-700 aircraft to increase more flights to improve tourism in the valley. Recently millions of federal dollars were spent through an Airport Improvement Program to upgrade this high risk airport to enable these larger commercial aircraft. Back in August 2012 The FAA suspended opposite-direction operations nationwide do to near collisions at Reagan National. Somehow SUN continued to practice this operation despite the critical location of this airport and the safety of the community. As a non-radar controlled airport most aircraft arrive from the south into the valley and hopefully are intercepted by the tower and aircraft are launched to the south out of the Valley and later picked up by FAA Center. Some aircraft have some level of TCAS but many don't. Communication and Separation of aircraft is very critical in the narrow valley. Many aircraft have been known to arrive VFR with no communication with the tower. The narrow valley and high terrain leaves little room for aircraft to avoid a collision. The community has a growing concern about this landing practice in lieu of their personal safety. Especially the town of Bellevue 2 miles to the South where near misses have occurred. Several weeks ago a large jet was heard passing low near the hills to the east of SUN over Woodside and their high school during heavy overcast. Apparently not seeing the airport it was heard turning to the west and went out Croy Canyon just north of SUN. I don't understand why the tower would have even permitted this occurrence. Another resident in west Bellevue recently heard a large aircraft approaching low and slow from the south towards SUN on a trajectory used by many departing aircraft. Something is seriously wrong. Many residents have voiced concern over the tower, airport management and have lost trust in its operation. Aircraft arrival and departures have been observed taking many different trajectories which leads to whether an FAA approved procedure is in place. A search on the Aviation Safety Reporting System for SUN shows at least five instances of pilots reporting a near midair collision south of SUN. For instance see the following ACN#s: [REDACTED]

In addition the following ACN#s were aircraft that took off or landed without a clearance and could have ended up in a collision: [REDACTED] It appears that an egregious error may have been made by the

FAA. I don't believe that Flight Standards, Airport Division and Air Traffic have even communicated this policy together and may have accidentally sanctioned opposite-direction operations without full knowledge or consideration to the potential or imminent safety impact. Further it is believed that opposite-direction operations need to be rescinded at this airport until a viable approach is worked out and the community knows they will be safe. Your consideration and full investigation into this high risk activity will definitely be appreciated. Thank You.

Incident Date: 01/04/2016

I wish to remain anonymous: No

Contact Information:

First Name: [REDACTED]

Last Name: [REDACTED]

Address: N/A

City: N/A

State: [REDACTED]

Zip Code: N/A

Phone: N/A

Email: [REDACTED]

International Phone: N/A

I agree to let FAA provide my contact information and supporting documents to the following, as appropriate

FAA offices involved with the investigation of my concerns: Yes

U.S. Federal agencies other than FAA (example, Transportation Security Administration): No

International organizations with jurisdiction over aviation issues: No

Submitted from path: [https://www.faa.gov/contact/safety\\_hotline/submitted/index.cfm](https://www.faa.gov/contact/safety_hotline/submitted/index.cfm)

User Agent: Mozilla/5.0 (Windows NT 6.1; WOW64) AppleWebKit/537.36 (KHTML, like Gecko) Chrome/47.0.2526.106 Safari/537.36

**Spencer, Kenyetta (FAA)**

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**From:** Murray, Vince (FAA)  
**Sent:** Monday, February 01, 2016 8:07 AM  
**To:** 9-FAAHotline (FAA); Haders, Amy (FAA); Berry, Angelique (FAA); Barnet, Barbara (FAA); Vincent, Erika (FAA); Frishe, Thomas T Jr (FAA); Spencer, Kenyetta (FAA)  
**Subject:** RE: ADMINISTRATOR'S HOTLINE - S20160129010 - FOR YOUR REVIEW - KSM

Concur.

*Vincent L. Murray II*

Manager & Chief Investigator  
Audit & Analysis Branch (AAE-100)  
Office of Audit & Evaluation (AAE)  
Federal Aviation Administration  
800 Independence Ave. SW  
Washington, D.C. 20591  
Work Cell: 202-815-1973

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**From:** 9-FAAHotline (FAA)  
**Sent:** Friday, January 29, 2016 7:59 PM  
**To:** Haders, Amy (FAA); Berry, Angelique (FAA); Barnet, Barbara (FAA); Vincent, Erika (FAA); Frishe, Thomas T Jr (FAA); Spencer, Kenyetta (FAA); Murray, Vince (FAA)  
**Subject:** ADMINISTRATOR'S HOTLINE - S20160129010 - FOR YOUR REVIEW - KSM

For your concurrence....

**Subject:** COMPLAINT REGARDING AIRLINE CERTIFICATION PROCESS

Recommended Action Office: AVS-1

Thanks,

Kenyetta

**Spencer, Kenyetta (FAA)**

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**To:** AVS  
**Subject:** S20160129010 - FOR YOUR REVIEW - KSM  
**Attachments:** S20160129010\_BRIEF.pdf

**WARNING.** This letter contains information that belongs to the Federal Aviation Administration (FAA) and may only be used for official Government purposes. The information contained in this **letter may not be released without the expressed permission of the FAA.** Refer all requests for this information to the FAA Aviation Safety Hotline office.

This Safety Hotline is for your Region's ACTION.

Kenyetta Spencer Mills  
Program Analyst  
Reporting and Data Analysis Branch  
Office of Audit and Evaluations, AAE-300  
202-267-3758

FOR OFFICIAL USE ONLY

**WARNING** This message contains information that belongs to the Federal Aviation Administration (FAA) and may only be used for official Government purposes. The information contained in this message may not be released without the express permission of the FAA. Refer all requests for this information to the FAA Aviation Safety Hotline office.

DATE 1/29/2016

**Aviation Safety Hotline Brief**

Contact Date : 1/4/2016 6:15:00 PM  
When Occurred : 1/4/2016 12:00:00 AM  
Certificate Number  
Of The Responsible Party :  
Is Ongoing : No  
Other Date/Time :

Operator : Bruce, Owen (FAA)  
Control Number : S20160129010  
Seat Assignment :  
EIR# :  
Referred To :

Incident Airport : SUN  
Airline :  
Flight Number :

Departure :  
Arrival :  
N Number :

Name of Responsible Individual :  
Address :

Name of Responsible Organization :  
Address :

Phone :

Phone :

**Subject : Operations**

**Narrative Description :** I am registering this concern for aviation safety and the potential for a serious disaster regarding aircraft operations at Friedman Memorial Airport (SUN). SUN lies just southeast of Hailey, Idaho and within the Wood River Valley. Surrounded by high terrain on three sides the airport is located right of center looking northwest in the narrow valley and began operation years ago as a small general aviation airport. Today it has a non-radar contract tower and for a number of years corporate jets and commercial air carrier activity (Horizon Air, Bombardier Q400 and SkyWest operating Embraer EMB-120 aircraft for Delta Connection) have been operating into SUN along with small aircraft.

For the most part landings and takeoffs at SUN were accomplished using a normal left hand pattern for arrivals to the north with departure to the south or north depending on winds. Opposite direction Takeoff and landing were used quite a bit for the larger aircraft trying to keep aircraft from flying over Hailey. It is also understood that that airport management directs the tower on what approach is to be used which does not seem appropriate. Since SkyWest turbo prop aircraft were replaced with Canadair CRJ-700 aircraft airport management has solicited contracts with United Airlines operating CRJ-700 aircraft to increase more flights to improve tourism in the valley.

FOR OFFICIAL USE ONLY

Page 1 of 3

PUBLIC AVAILABILITY TO BE DETERMINED  
UNDER 5 USC 552



Recently millions of federal dollars were spent through an Airport Improvement Program to upgrade this high risk airport to enable these larger commercial aircraft. Back in August 2012 The FAA suspended opposite-direction operations nationwide do to near collisions at Reagan National. Somehow SUN continued to practice this operation despite the critical location of this airport and the safety of the community. As a non-radar controlled airport most aircraft arrive from the south into the valley and hopefully are intercepted by the tower and aircraft are launched to the south out of the Valley and later picked up by FAA Center. Some aircraft have some level of TCAS but many don't. Communication and Separation of aircraft is very critical in the narrow valley. Many aircraft have been known to arrive VFR with no communication with the tower.

The narrow valley and high terrain leaves little room for aircraft to avoid a collision. The community has a growing concern about this landing practice in lieu of their personal safety. Especially the town of Bellevue 2 miles to the South where near misses have occurred. Several weeks ago a large jet was heard passing low near the hills to the east of SUN over Woodside and their high school during heavy overcast. Apparently not seeing the airport it was heard turning to the west and went out Croy Canyon just north of SUN. I don't understand why the tower would have even permitted this occurrence. Another resident in west Bellevue recently heard a large aircraft approaching low and slow from the south towards SUN on a trajectory used by many departing aircraft. Something is seriously wrong. Many residents have voiced concern over the tower, airport management and have lost trust in its operation.

Aircraft arrival and departures have been observed taking many different trajectories which leads to whether an FAA approved procedure is in place. A search on the Aviation Safety Reporting System for SUN shows at least five instances of pilots reporting a near midair collision south of SUN. For instance see the following ACN#: [REDACTED]. In addition the following ACN#s were aircraft that took off or landed without a clearance and could have ended up in a collision: [REDACTED]. It appears that an egregious error may have been made by the FAA.

I don't believe that Flight Standards, Airport Division and Air Traffic have even communicated this policy together and may have accidentally sanctioned opposite-direction operations without full knowledge or consideration to the potential or imminent safety impact. Further it is believed that opposite-direction operations need to be rescinded at this airport until a viable approach is worked out and the community knows they will be safe. Your consideration and full investigation into this high risk activity will definitely be appreciated. Thank You.

NOTE: The investigation should be conducted by individuals that have no direct or indirect involvement with the allegations made. Please indicate whether or not the allegations were substantiated in full or in part. For those instances where the allegations were substantiated please identify if any corrective actions were taken. If the Contributor is not anonymous, please indicate on the close out response that the contributor has been interviewed as part of the investigation process.

Please address response to Manager, Reporting and Data Analysis Branch, AAE-300. The close-out response should be written in memorandum format with a Managers signature. AAE will review the response and if deemed to have met the sufficiency criteria our office will transmit the response directly to the reporter with a cover memo reflecting AAE concurrence with your response.

Feedback Requested : No

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Hotline Manager : Carol Johnson  
Program Analyst : Bruce, Owen (FAA)

Phone: (202) 267-4759  
Phone: (202) 267-4068

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Action Office : AJV-W52

Sent Date : 1/29/2016

Due Date : 3/14/2016

Info Copies To :

Sent Date :

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Number of Anonymous Callers : 0

Number of Confidential HQ Callers : 0

If Caller is Confidential HQ then contact information is available from Hotline Program Analyst.

Caller(s) Information

Contact Category : Confidential FO

Last Name : [REDACTED]

First Name : [REDACTED]

Address :

City :

State [REDACTED]

Zip Code :

Primary Phone : Ext:

Secondary Phone :

Cell Phone :

Other Phone :

Affiliation/Company :

Position :

Email : [REDACTED]

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FOR HOTLINE USE ONLY

Final Response Date :

Enforcement Investig. Initiated? : No

Insufficient Information? : No

Other Action Type : (None)

Close-Out Action :

Closed Date :

FOR OFFICIAL USE ONLY

Page 3 of 3

PUBLIC AVAILABILITY TO BE DETERMINED

UNDER 5 USC 552




# Federal Aviation Administration

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## Memorandum

Date: MAR 14 2016

To: Manager, Office of Audit and Evaluation, Reporting and Data Analysis Branch,  
AAE-300

From:   
Kim Stover, Director, Air Traffic Operations, Western Service Area North,  
AJTWN

Subject: Response to FAA Safety Hotline Control Number S20160129010

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This is in response to an email dated January 4, 2016, from [REDACTED] regarding concerns about air traffic operations in and around Friedman Memorial Airport (SUN). The Hotline complaint was referred to the Western Service Area, Quality Control Group for investigation. The complainant made several allegations regarding SUN operations. Below are the allegations and findings:

**Allegation 1:** The SUN control tower allows airport management to dictate or influence the choice of runway/ traffic pattern configuration

**Findings:** The controllers at the SUN Federal Contract Tower (FCT) determine which runways to assign pilots, which is typically limited by environmental factors such as weather and terrain. The controllers issue instructions to pilots on where and how to enter the traffic pattern based on a number of factors, such as the arrival's location relative to the airport, other aircraft operating at the airport, and the assigned runway.

The allegation is not substantiated.

**Allegation 2:** When opposite direction operations (ODO) were suspended nationwide, it was allowed to continue at SUN without appropriate review. ODO is continuing at SUN without a combined review by Flight Standards, Airports Division and Air Traffic. ODO as practiced at SUN is hazardous.

**Findings:** SUN FCT has to meet ODO requirements as directed by Federal Aviation Administration (FAA) Joint Order (JO) 7210.3, Facility Administration, and JO 7110.65, Air Traffic Control. According to FAA Notice JO 7210.884, Opposite Direction Operations, which is the current notice for ODO, "Specify that use of Visual Separation is not authorized, except at those unique locations that are operationally impacted by terrain and when issued a

Letter of Authorization by the Service Area Director of Operations.” A Letter of Authorization for the SUN airport was issued by the Service Area Director of Operations, authorizing the practice at SUN. There is no requirement for the Airport Division or Flight Standards to review the Letter of Authorization.

The allegation is not substantiated.

**Allegation 3:** Near Midair Collisions (NMACs) occur at SUN. To support this conclusion the complainant provided five Aviation Safety Reporting System (ASRS) reports of NMACs in the vicinity.

**Findings:** A review of FAA internal reporting systems back to 2010 found that there are no reports of NMACs in the vicinity of SUN. There are several reports of Terminal Collision Avoidance System (TCAS) resolution advisories (RAs). In a TCAS RA event, the pilot is expected to report responding to the RA. This allows the air traffic facility to conduct an investigation and determine appropriate actions. We also reviewed the ASRS reports. Although there were six instances of pilots reporting an NMAC through ASRS, the majority of these are old events occurring prior to 1994, and there have been no NMAC reports for SUN filed with ASRS since 2013.

The allegation is not substantiated.

**Allegation 4:** Aircraft, at times, arrive without communication with the tower at SUN.

**Findings:** A review of FAA reporting data indicates six reported communication issues since 2013; four were equipment issues with the aircraft, and two appeared to be pilot failures to establish communication.

The allegation is substantiated. The events were pilot deviations that were properly reported and forwarded to Flight Standards for investigation and appropriate handling.

**Allegation 5:** Aircraft, at times, are departing or arriving without clearance at SUN.

**Findings:** An analysis of data from the Office of Runway Safety indicates eight instances of aircraft landing without a clearance during hours of tower operation between 2003 and 2016.

The allegation is substantiated. The events were pilot deviations that were properly reported and forwarded to Flight Standards for investigation and appropriate handling.

**Allegation 6:** Aircraft take many different trajectories leading the complainant to question whether any approved procedure is in place.

**Findings:** There are three instrument approach procedures and one departure procedure at SUN. These procedures are for Instrument Flight Rules (IFR) operations. Most aircraft arrive and depart using Visual Flight Rules (VFR). Outside of the traffic pattern, pilots operating VFR determine their own route of flight. This includes maneuvering to enter the traffic pattern as instructed by the controller, or after departing the traffic pattern.

The allegation is not substantiated.

**Allegation 7:** The complainant provided two examples of other people hearing aircraft flying low over their community, in one case over a high school and another flying in the direction taken by departing aircraft.

**Findings:** Complaints about low flying aircraft fall under the purview of Flight Standards. Low flying aircraft operations should be reported to the local Flight Standards District Office (FSDO) immediately for investigation to determine if a Federal Aviation Regulation was violated. This would normally require specific date and time, a description of the aircraft, and if possible a tail number. Complaints about low flying aircraft in the vicinity of SUN may be sent to the Boise FSDO by phone at (208) 387-4000 or (800) 453-001, or via their website at: [http://www.faa.gov/about/office\\_org/field\\_offices/fsdo/boi/contact/](http://www.faa.gov/about/office_org/field_offices/fsdo/boi/contact/)

Any further investigation of this allegation needs to be done by Flight Standards.

**Conclusion:** SUN is a unique operation where the traffic pattern is primarily determined by terrain limitations. The majority of aircraft will arrive to the north (runway 31), and depart to the south (runway 13). The number of IFR aircraft departing and arriving is significantly limited due to increased separation standards associated with non-radar operations and high approach minimums. Many aircraft operators are aware of this and choose to arrive, or depart, VFR where the primary form of separation is "see and avoid." All pilots are expected to comply with Federal Aviation Regulations, including appropriate communication with air traffic facilities.

The airport/ facility directory advises pilots: when the tower is closed, land Runway (RWY) 31 and takeoff RWY 13. Due to opposite direction traffic, use landing lights in the traffic pattern. Due to opposite traffic, approach RWY 31 along the east side of valley, depart RWY 13 along the west side of valley, and show landing light. These operations place the majority of aircraft to the south of the airport where pilots are expected to comply with Federal Aviation Regulations, including maintaining an appropriate altitude above terrain.

The allegations regarding SUN FCT operations, including ODO, were not substantiated. The allegations regarding pilots not communicating with the FCT or obtaining clearances for landing were substantiated. However, they were appropriately reported as pilot deviations and forwarded to Flight Standards for appropriate handling. Any investigations of low flying aircraft events need to be completed by Flight Standards.

We trust that you will find this information satisfactory.



Friedman Memorial Airport  
FY '17 Budget (COMBINED)  
October 2015 through March 2016

	FY '14		FY '15		FY '16		FY '17		Budget '16 vs. '17		Notes	
	Oct '13 - Mar '14	Year End	Oct '14 - Mar '15	Year End	Oct '15 - Mar '16	Budget	% of Budget	Proposed Budget	Variance			
<b>INCOME</b>												
<b>4000-00 - AIRCARRIER</b>												
4000-01 - Aircraft - Lease Space	\$ 42,260.22	\$ 64,520.44	\$ 42,200.22	\$ 64,520.44	\$ 42,200.22	\$ 64,520.44	65.00%	\$ 108,600.00	\$ 26.01%	Lease Renegotiation		
4000-02 - Aircraft - Landing Fees	\$ 44,307.01	\$ 102,602.61	\$ 64,850.00	\$ 134,786.00	\$ 65,000.00	\$ 153,911.20	44.00%	\$ 150,000.00	\$ 0.00%			
4000-03 - Aircraft - Gate Fees	\$ 600.00	\$ 1,200.00	\$ 600.00	\$ 1,200.00	\$ 600.00	\$ 1,200.00	50.00%	\$ 2,400.00	\$ 100.00%	Lease Renegotiation		
4000-04 - Aircraft - Utility Fees	\$ 6,251.26	\$ 16,041.86	\$ 9,050.28	\$ 17,621.00	\$ 4,330.00	\$ 12,391.16	87.34%	\$ 20,000.00	\$ 24.66%			
4000-05 - Aircraft - Misc.								\$ 4,800.00				
4010-00 - TERMINAL AUTO PARKING REVENUE												
4010-01 - Aircraft - '11 PPC Application	\$ 113,076.07	\$ 260,080.92	\$ 60,731.04	\$ 56,731.64	\$ 146,723.79	\$ 301,500.00	48.66%	\$ 325,000.00	\$ 7.76%			
4010-02 - Aircraft - '12 PPC Application	\$ 210,467.66	\$ 464,446.63	\$ 254,209.44	\$ 511,781.66	\$ 270,000.00	\$ 525,000.00	48.91%	\$ 608,700.00	\$ 10.02%			
4010-03 - Aircraft - '14 PPC Application								\$ 200,000.00	\$ 0.00%			
<b>Total 4000-00 - AIRCARRIER</b>	\$ 59,120.38	\$ 144,931.23	\$ 100,453.98	\$ 199,941.34	\$ 165,330.00	\$ 325,000.00	50.39%	\$ 200,000.00	\$ 0.00%			
4020-00 - TERMINAL AUTO PARKING REVENUE												
4020-01 - Automobile Parking - Terminal	\$ 59,120.38	\$ 144,931.23	\$ 100,453.98	\$ 199,941.34	\$ 105,187.85	\$ 199,933.70	50.39%	\$ 200,000.00	\$ 0.00%			
<b>Total 4020-00 - TERMINAL AUTO PARKING REVENUE</b>	\$ 59,120.38	\$ 144,931.23	\$ 100,453.98	\$ 199,941.34	\$ 105,187.85	\$ 199,933.70	50.39%	\$ 200,000.00	\$ 0.00%			
4030-00 - AUTO RENTAL REVENUE												
4030-01 - Automobile Rental - Commission	\$ 176,902.41	\$ 419,855.49	\$ 204,207.66	\$ 443,413.15	\$ 227,355.48	\$ 485,000.00	48.87%	\$ 500,000.00	\$ 3.09%	Trend analysis and more implementations		
4030-02 - Automobile Rental - Courier	\$ 5,850.70	\$ 12,200.78	\$ 6,384.00	\$ 12,784.80	\$ 11,373.00	\$ 23,446.00	53.44%	\$ 27,000.00	\$ 8.00%			
4030-03 - Automobile Rental - Auto Prng	\$ 34,616.00	\$ 65,771.69	\$ 34,278.80	\$ 64,608.08	\$ 28,255.60	\$ 59,276.27	91.17%	\$ 64,600.00	\$ 8.60%			
4030-04 - Automobile Rental - Utilities	\$ 619.38	\$ 1,168.39	\$ 633.18	\$ 1,232.61	\$ 687.31	\$ 1,311.16	59.51%	\$ 2,600.00	\$ 0.00%			
4030-05 - Automobile Rental - Off Airport	\$ 688.51	\$ 688.51										
<b>Total 4030-00 - AUTO RENTAL REVENUE</b>	\$ 210,056.00	\$ 488,722.17	\$ 245,809.64	\$ 512,037.62	\$ 268,033.30	\$ 547,956.37	43.13%	\$ 584,000.00	\$ 3.86%			
4040-00 - TERMINAL CONCESSION REVENUE												
4040-01 - Terminal Shops - Commission	\$ 1,308.06	\$ 2,626.04	\$ 1,322.04	\$ 1,542.38								
4040-02 - Terminal Shops - Lease Space	\$ 114.38	\$ 234.06	\$ 116.80	\$ 116.80								
4040-03 - Terminal Shops - Utility Fees	\$ 17,441.25	\$ 31,638.25	\$ 18,485.00	\$ 33,316.02	\$ 24,233.50	\$ 33,300.00	73.40%	\$ 40,000.00	\$ 21.21%			
4040-04 - Advertising - Commission	\$ 0,540.34	\$ 13,892.34	\$ 6,259.67	\$ 16,265.02	\$ 4,915.53	\$ 10,000.00	80.01%	\$ 16,000.00	\$ 0.00%	Increased usage/machines		
4040-05 - Vending Machines - Commission	\$ 43.70	\$ 82.12	\$ 46.50	\$ 154.76	\$ 87.58	\$ 27.55		\$ 300.00				
4040-06 - Vending Machines - Misc.	\$ 25,453.63	\$ 48,722.31	\$ 25,330.01	\$ 50,366.07	\$ 26,521.53	\$ 48,000.00	75.83%	\$ 55,300.00	\$ 15.21%			
<b>Total 4040-00 - TERMINAL CONCESSION REVENUE</b>	\$ 25,453.63	\$ 48,722.31	\$ 25,330.01	\$ 50,366.07	\$ 26,521.53	\$ 48,000.00	75.83%	\$ 55,300.00	\$ 15.21%			
4050-00 - FBO REVENUE												
4050-01 - FBO - Lease Space	\$ 104,482.73	\$ 228,386.71	\$ 109,392.34	\$ 237,541.77	\$ 104,004.94	\$ 228,188.60	48.30%	\$ 240,000.00	\$ 6.65%	Trend Analysis		
4050-02 - FBO - Tie-down Fees	\$ 86,297.77	\$ 312,987.15	\$ 129,176.03	\$ 424,731.17	\$ 61,402.26	\$ 410,000.00	30.00%	\$ 500,000.00	\$ 8.70%	Trend Analysis		
4050-03 - FBO - Landing Fees - Trans.	\$ 112,088.60	\$ 251,585.30	\$ 121,690.90	\$ 271,908.25	\$ 135,004.90	\$ 270,000.00	49.00%	\$ 300,000.00	\$ 9.06%	Trend Analysis		
4050-04 - FBO - Commission	\$ 9,444.61	\$ 18,220.69	\$ 10,119.69	\$ 19,202.65	\$ 8,832.21	\$ 18,000.00	65.51%	\$ 18,000.00	\$ 0.00%			
4050-05 - FBO - Charter												
<b>Total 4050-00 - FBO REVENUE</b>	\$ 314,313.71	\$ 811,178.65	\$ 371,308.78	\$ 954,318.12	\$ 297,444.61	\$ 676,188.60	41.04%	\$ 1,068,000.00	\$ 8.16%			
4060-00 - FUEL FLOWAGE REVENUE												
4060-01 - Fuel Flowage - FBO	\$ 84,867.14	\$ 198,046.24	\$ 92,704.04	\$ 219,148.28	\$ 107,299.42	\$ 210,000.00	51.00%	\$ 280,000.00	\$ 23.61%	No closures/increased air service		
<b>Total 4060-00 - FUEL FLOWAGE REVENUE</b>	\$ 84,867.14	\$ 198,046.24	\$ 92,704.04	\$ 219,148.28	\$ 107,299.42	\$ 210,000.00	51.00%	\$ 280,000.00	\$ 23.61%			
4070-00 - TRANSIENT LANDING FEES REVENUE												
4070-01 - Landing Fees - Commercial	\$ 306.46	\$ 511.08	\$ 200.06	\$ 200.06	\$ 200.06	\$ 200.06	48.81%	\$ 600.00	\$ 0.00%			
4070-02 - Landing Fees - Non-Comm./Gov't	\$ 306.46	\$ 511.08	\$ 200.06	\$ 200.06	\$ 200.06	\$ 200.06	48.81%	\$ 600.00	\$ 0.00%			
<b>Total 4070-00 - TRANSIENT LANDING FEES REVENUE</b>	\$ 306.46	\$ 511.08	\$ 200.06	\$ 200.06	\$ 200.06	\$ 200.06	48.81%	\$ 600.00	\$ 0.00%			
4080-00 - LAND LEASE REVENUE												
4080-01 - Land Leases - Hangar	\$ 234,416.88	\$ 460,789.28	\$ 204,271.00	\$ 408,603.25	\$ 146,999.37	\$ 371,209.63	34.97%	\$ 450,000.00	\$ -21.16%	Lease Renegotiations		
4080-02 - Land Leases - Hangar/Trans. Fee	\$ 1,103.00	\$ 5,384.20	\$ 2,105.00	\$ 1,869.80	\$ 1,925.20	\$ 5,303.00	35.81%	\$ 5,600.00	\$ 2.15%			
4080-03 - Land Leases - Hangar/Utilities	\$ 774.71	\$ 1,563.91	\$ 648.11	\$ 1,663.10	\$ 650.10	\$ 1,563.00	87.53%	\$ 1,000.00	\$ 2.37%			
4080-04 - Land Leases - Hangar Equalization	\$ 3,463.46	\$ 7,228.92	\$ 1,176.63	\$ 1,176.63								
4080-05 - Land Leases - Land Lease Gov. USF&B/LLM	\$ 239,757.05	\$ 494,964.31	\$ 208,401.33	\$ 415,612.08	\$ 202,393.98	\$ 377,933.63	38.01%	\$ 497,100.00	\$ -20.91%			
<b>Total 4080-00 - LEASE REVENUE</b>	\$ 239,757.05	\$ 494,964.31	\$ 208,401.33	\$ 415,612.08	\$ 202,393.98	\$ 377,933.63	38.01%	\$ 497,100.00	\$ -20.91%			

Friedman Memorial Airport  
FY '17 Budget (COMBINED)  
October 2015 through March 2016

	FY '14		FY '15		FY '16		FY '17		Budget '16 vs '17		Notes
	Oct '13 - Mar '14	Year End	Oct '14 - Mar '15	Year End	Oct '15	Mar '16	Budget	% of Budget	Progressed Budget	Variance	
4090-00 - TIEDOWN PERMIT FEES REVENUE											
4090-01 - Tiedown Permit Fees (FMA)	\$ 11,422.78	\$ 11,640.58	\$ 9,771.35	\$ 9,834.10	\$ 6,611.90	\$ 11,449.00	\$ 13,541.00	66.17%	\$ 12,000.00	\$ 3,011%	
Total 4090-00 - TIEDOWN PERMIT FEES REVENUE	\$ 11,422.78	\$ 11,640.58	\$ 9,771.35	\$ 9,834.10	\$ 6,611.90	\$ 11,449.00	\$ 13,541.00	66.17%	\$ 12,000.00	\$ 3,011%	
4100-00 - POSTAL CARRIERS REVENUE											
4100-01 - Postal Carriers - Landing Fees	\$ 4,640.32	\$ 9,104.15	\$ 6,450.40	\$ 10,365.77	\$ 4,504.00	\$ 18,100.00	\$ 18,495.00	24.16%	\$ 13,000.00	\$ 0.00%	
4100-02 - Postal Carriers - Tiedown	\$ 2,970.00	\$ 2,970.00	\$ 2,970.00	\$ 2,970.00	\$ 2,970.00	\$ 2,970.00	\$ 2,970.00	100.00%	\$ 2,970.00	\$ 0.00%	
Total 4100-00 - POSTAL CARRIERS REVENUE	\$ 7,610.32	\$ 12,074.15	\$ 9,420.40	\$ 13,335.77	\$ 7,474.00	\$ 21,070.00	\$ 21,465.00	17.90%	\$ 15,970.00	\$ 0.00%	
4110-00 - MISCELLANEOUS REVENUE											
4110-01 - Misc. Revenue	\$ (1,988.00)	\$ (1,211.19)	\$ 346.20	\$ 337.61	\$ 17.25	\$ 11.25	\$ 11.25	100.00%	\$ 32,000.00	\$ 0.00%	
4110-02 - Misc. - FMA Products	\$ 10.00										
4110-03 - Misc. Incident/Accident											
4110-04 - Misc. - Security-Proc. Cards	\$ 24,170.00	\$ 32,110.00	\$ 23,580.00	\$ 35,580.00	\$ 27,370.00	\$ 32,000.00	\$ 32,000.00	78.01%	\$ 17,000.00	\$ 25.63%	
4110-05 - Misc.-Security Proc. Release											
4110-06 - Misc. Expense Reimbursement	\$ 1,874.50	\$ 2,231.45	\$ 68.00	\$ 119.29	\$ 150.14	\$ 32,000.00	\$ 32,000.00	100.00%	\$ 32,000.00	\$ 0.00%	
Total 4110-00 - MISCELLANEOUS REVENUE	\$ 24,166.50	\$ 38,130.29	\$ 23,966.19	\$ 36,036.89	\$ 27,567.39	\$ 64,011.25	\$ 64,011.25	75.34%	\$ 17,000.00	\$ 2.53%	
4120-00 - GROUND TRANSP. PERMIT REVENUE											
4120-01 - Ground Transportation Permit	\$ 13,200.00	\$ 19,500.00	\$ 13,000.00	\$ 13,600.00	\$ 13,200.00	\$ 13,200.00	\$ 13,200.00	100.00%	\$ 17,000.00	\$ 25.63%	
4120-02 - GTSP - Trip Fee	\$ 1,680.00	\$ 3,080.00	\$ 1,580.00	\$ 3,180.00	\$ 1,613.80	\$ 3,080.00	\$ 3,080.00	100.00%	\$ 17,000.00	\$ 2.53%	
Total 4120-00 - GROUND TRANSP. PERMIT REVENUE	\$ 14,880.00	\$ 22,580.00	\$ 14,580.00	\$ 16,780.00	\$ 14,813.80	\$ 16,280.00	\$ 16,280.00	85.30%	\$ 17,000.00	\$ 2.53%	
4400-00 - TSA											
4400-01 - LEO Expense Reimbursement	\$ 3,272.22	\$ 6,544.44	\$ 3,272.22	\$ 6,544.44	\$ 187,180.25	\$ 40,000.00	\$ 157,180.25	482.95%	\$ 40,400.00	\$ 1.00%	
4400-02 - Terminal Lease	\$ 3,272.22	\$ 6,544.44	\$ 3,272.22	\$ 6,544.44	\$ 187,180.25	\$ 40,000.00	\$ 157,180.25	482.98%	\$ 40,400.00	\$ 1.00%	FY '16 Included spare Improvements
Total 4400-00 - TSA	\$ 6,544.44	\$ 13,088.88	\$ 6,544.44	\$ 13,088.88	\$ 374,360.50	\$ 80,000.00	\$ 314,360.50	965.93%	\$ 80,800.00	\$ 1.00%	
4500-00 - IDAHO STATE GRANT PROGRAM REV.											
4500-01 - SUN-11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
4500-02 - SUN-12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
4500-03 - SUN-13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
Total 4500-00 - IDAHO STATE GRANT PROGRAM REV.	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
4510-00 - SMALL COMMUNITY AIR SERVY GRANT											
4510-01 - Small Community Air Servy Grant 2013	\$ 220,040.50	\$ 220,040.50	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
4510-02 - Small Community Air Servy Grant 2016	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
Total 4510-00 - SMALL COMMUNITY AIR SERVY GRANT	\$ 220,040.50	\$ 220,040.50	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
4600-00 - INTEREST INCOME											
4600-01 - General	\$ 2,908.43	\$ 6,169.18	\$ 2,893.18	\$ 6,063.50	\$ 1,491.31	\$ 6,063.50	\$ 6,063.50	66.31%	\$ 1,500.00	\$ -61.30%	
4600-02 - Interest Income - 14 PFC	\$ 6.00	\$ 10.78	\$ 17.04	\$ 17.04	\$ 7.22	\$ 17.04	\$ 17.04	100.00%	\$ 1,500.00	\$ -61.30%	
4600-03 - Interest Income - 12 PFC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	0.00%	\$ -	\$ -	
4600-04 - Interest Income - 14 PFC	\$ 2,915.57	\$ 6,189.96	\$ 2,910.22	\$ 6,080.54	\$ 1,498.53	\$ 6,080.54	\$ 6,080.54	66.31%	\$ 1,500.00	\$ -61.30%	
Total 4600-00 - INTEREST INCOME	\$ 5,830.00	\$ 12,369.92	\$ 5,820.42	\$ 12,161.08	\$ 3,007.06	\$ 12,161.08	\$ 12,161.08	66.31%	\$ 3,000.00	\$ -51.30%	

Friedman Memorial Airport  
 FY '17 Budget (COMBINED)  
 October 2016 through March 2016

	FY '14		FY '15		FY '16		FY '17		Budget '16 vs. '17 Variance	Notes
	Oct '13 - Mar '14	Year End	Oct '14 - Mar '15	Year End	Oct '15 - Mar '16	Year End	Proposed Budget	Budget		
4704-01 AIP 04-New Amd. EIS-Phase III/IV	\$ 11,215.00									
4704-01 AIP '04 - FAA	\$ 11,215.00									
Total 4704-00 AIP 04	\$ -								0.00%	
4737-00 AIP 37 - Safety Area Standards Study										
4737-01 AIP '37										
Total 4737-00 AIP 37	\$ -								0.00%	
4738-00 AIP 38 - Safety Area Project Formulation	\$ 125,940.00	\$ 140,245.00								
4738-01 AIP '38	\$ 125,940.00	\$ 140,245.00								
Total 4738-00 AIP 38	\$ -									
4739-00 AIP 39 - Safety Area Project Imp.	\$ 800,554.06	\$ 1,850,338.00	\$ 10,187.05	\$ 131,616.00						
4739-01 AIP '39 Project 1	\$ 800,554.06	\$ 1,850,338.00	\$ 10,187.05	\$ 131,616.00						
Total 4739-00 AIP 39	\$ -									
4740-00 AIP 40 - Safety Area Project Imp.	\$ 635,233.00	\$ 9,984,149.00	\$ 4,717,859.54	\$ 11,467,944.30	\$ (31,465.30)	\$ 25,000.00	\$ (50,495.30)		-125.88%	
4740-01 AIP '40 Project 1	\$ 635,233.00	\$ 9,984,149.00	\$ 4,717,859.54	\$ 11,467,944.30	\$ (31,465.30)	\$ 25,000.00	\$ (50,495.30)		-125.88%	
Total 4740-00 AIP 40	\$ -									
4741-00 AIP 41 - Safety Area Phase III										
4741-01 AIP '41 SA Phase III										
4741-02 AIP '41 TSA Office RA										
Total 4741-00 AIP 41	\$ -									
4742-00 AIP 42 - Project TBD										
4742-01 AIP '42 Project TBD										
Total 4742-00 AIP 42	\$ -							\$ 187,600.00	-65.35%	
4743-00 AIP 43 - Project TBD										
4743-01 AIP '43 Project TBD										
Total 4743-00 AIP 43	\$ -							\$ 1,962,200.00	-3.78%	
Revenue From Reserve	\$ -	\$ 265.05	\$ -	\$ 265.05						
Total Revenue From Reserve	\$ -	\$ 265.05	\$ -	\$ 265.05						
TOTAL INCOME	\$ 2,700,388.43	\$ 13,925,044.05	\$ 6,089,027.55	\$ 22,782,673.85	\$ (7,482,111.84)	\$ (7,783,392.90)	\$ (7,783,392.90)	\$ 54,029,200.00	-3.78%	

Friedman Memorial Airport  
FY '17 Budget (COMBINED)  
October 2016 through March 2016

	FY '14		FY '15		FY '16		FY '17		Budget '16 vs '17		Notes
	Oct '13 - Mar '14	Year End	Oct '14 - Mar '15	Year End	Oct '15	Budget	% of Budget	Proposed Budget	Variance		
<b>*A EXPENSES</b>											
5000-00 - A EXPENDITURES - Other											
5000-01 - Salaries - Airport Manager	\$ 63,727.84	\$ 121,499.23	\$ 78,450.00	\$ 156,900.00	\$ 78,449.89	\$ 156,899.88	50.00%	\$ 156,900.00	\$ 0.00%		
5000-02 - Salaries - Assistant Airport Manager	\$ 43,336.80	\$ 86,600.10	\$ 40,113.00	\$ 80,227.20	\$ 47,449.42	\$ 94,898.84	51.40%	\$ 85,000.00	\$ 4.00%	New position	
5010-00 - Salaries - Contractor/Finance Adm	\$ 91,689.83	\$ 173,969.51	\$ 88,004.05	\$ 180,684.43	\$ 98,150.38	\$ 196,300.76	62.80%	\$ 180,000.00	\$ 4.02%		
5020-01 - Salaries - Office Assesl.	\$ 44,461.88	\$ 88,491.00	\$ 45,315.48	\$ 90,630.96	\$ 48,812.38	\$ 97,624.76	42.20%	\$ 85,908.57	\$ 4.00%		
5030-00 - Salaries - ARFF/OPS Chief	\$ 154,856.73	\$ 320,184.04	\$ 152,680.07	\$ 305,360.14	\$ 153,792.31	\$ 307,584.62	48.07%	\$ 340,772.84	\$ 6.53%		
5040-00 - Salaries-ASCS/Sp.Prjct./Ekr. Assl	\$ 31,743.30	\$ 63,888.47	\$ 35,009.84	\$ 70,019.68	\$ 36,007.84	\$ 72,015.68	53.44%	\$ 68,279.02	\$ 4.00%		
5050-01 - Salaries - Temp.	\$ 6,712.25	\$ 10,800.25	\$ 24,341.38	\$ 29,602.38	\$ 10,203.75	\$ 20,407.50	74.00%	\$ 38,000.00	\$ 52.00%	4th Temp snow removal employees	
5050-02 - Salaries - Additional Personnel											
5050-01 - Salaries - Merit Increase											
5060-01 - Overtime - General	\$ 6,151.27	\$ 6,151.27	\$ 14,484.80	\$ 14,484.80	\$ 2,896.96	\$ 2,896.96	9.00%	\$ 39,483.45	\$ 9.70%		
5060-02 - Overtime - Snow Removal											
5060-04 - OT - Security											
5070-05 - Compensated Absences Accrued	\$ 51,192.34	\$ 4,183.85	\$ 55,625.97	\$ 36,628.96	\$ 2,840.00	\$ 2,840.00	9.00%	\$ 2,000.00	\$ 0.00%	Continued expansion of sec. requirements	
5100-00 - Retirement	\$ 32,176.72	\$ 101,731.85	\$ 35,673.87	\$ 111,858.92	\$ 20,000.00	\$ 20,000.00	14.20%	\$ 20,000.00	\$ 0.00%		
5110-00 - Social Security/Medicare	\$ 1,043.16	\$ 2,101.84	\$ 1,037.68	\$ 2,075.46	\$ 2,300.00	\$ 2,300.00	9.30%	\$ 5,000.00	\$ 100.00%		
5120-00 - Life Insurance	\$ 81,065.08	\$ 162,312.30	\$ 82,079.71	\$ 164,159.42	\$ 27,823.07	\$ 55,646.14	50.60%	\$ 125,000.00	\$ 9.37%	Additional staff/anticipated rate increase	
5150-00 - Workman's Compensation	\$ 12,428.00	\$ 12,428.00	\$ 14,400.00	\$ 13,688.50	\$ 14,188.83	\$ 14,188.83	46.20%	\$ 21,000.00	\$ 13.33%		
5170-00 - Unemployment Claims		\$ 199.00			\$ 11,211.84	\$ 11,211.84	48.50%	\$ 15,000.00	\$ 0.00%	Anticipated stand Annual increase & new emp	
<b>TOTAL "A" EXPENDITURES</b>	\$ 621,036.30	\$ 1,226,297.83	\$ 683,236.24	\$ 1,364,693.59	\$ 688,351.88	\$ 1,376,704.12	50.23%	\$ 1,635,462.45	\$ 10.45%		



Friedman Memorial Airport  
FY '17 Budget (COMBINED)  
October 2016 through March 2016

"B" EXPENSES - ADMINISTRATIVE	FY '14		FY '16		FY '16		FY '16		FY '17		Budget '16 vs '17		Notes
	Oct 13 - Mar 14	Year End	Oct '14 - Mar 16	Year End	Oct '16 - Mar 16	Budget	% of Budget	Proposed Budget	Variance				
8000-00 - TRAVEL EXPENSE	\$ 3,065.00	\$ 7,513.69	\$ 4,415.03	\$ 6,075.77	\$ 6,075.77	\$ 12,300.00	50.97%	\$ 12,000.00	\$ 300.00	0.00%			
8000-01 - Travel	\$ 3,065.00	\$ 7,513.69	\$ 4,415.03	\$ 6,075.77	\$ 6,075.77	\$ 12,300.00	50.97%	\$ 12,000.00	\$ 300.00	0.00%			
Total 8000-00 - TRAVEL EXPENSE	\$ 3,065.00	\$ 7,513.69	\$ 4,415.03	\$ 6,075.77	\$ 6,075.77	\$ 12,300.00	50.97%	\$ 12,000.00	\$ 300.00	0.00%			
8010-00 - SUPPLIES/EQUIPMENT EXPENSE	\$ 787.45	\$ 7,015.30	\$ 6,627.35	\$ 19,418.04	\$ 19,418.04	\$ 13,300.00	229.05%	\$ 13,000.00	\$ 300.00	0.00%			
8010-01 - Supplies - Office	\$ 787.45	\$ 7,015.30	\$ 6,627.35	\$ 19,418.04	\$ 19,418.04	\$ 13,300.00	229.05%	\$ 13,000.00	\$ 300.00	0.00%			
8010-03 - Supplies - Computer	\$ 5,626.22	\$ 10,212.51	\$ 9,974.81	\$ 27,350.76	\$ 27,350.76	\$ 13,300.00	206.37%	\$ 13,000.00	\$ 300.00	0.00%			
Total 8010-00 - SUPPLIES/EQUIPMENT EXPENSE	\$ 787.45	\$ 7,015.30	\$ 6,627.35	\$ 19,418.04	\$ 19,418.04	\$ 13,300.00	229.05%	\$ 13,000.00	\$ 300.00	0.00%			
8020-00 - INSURANCE	\$ 10,219.00	\$ 10,219.00	\$ 9,700.00	\$ 9,700.00	\$ 9,700.00	\$ 11,820.00	82.06%	\$ 10,400.00	\$ 700.00	-11.89%	7% increase over actual		
8020-01 - Insurance - Liability	\$ 4,081.00	\$ 4,081.00	\$ 4,081.00	\$ 4,081.00	\$ 4,081.00	\$ 4,715.00	84.47%	\$ 4,800.00	\$ 719.00	-18.77%			
8020-03 - Insurance - Public Officials	\$ 30,875.00	\$ 31,238.00	\$ 46,329.00	\$ 46,329.00	\$ 46,329.00	\$ 45,800.00	101.15%	\$ 40,500.00	\$ 4,800.00	13.97%			
8020-04 - Insurance - Licensed Vehicles	\$ 6,054.00	\$ 6,054.00	\$ 6,278.00	\$ 6,278.00	\$ 6,278.00	\$ 6,000.00	104.63%	\$ 7,000.00	\$ 722.00	-9.11%			
8020-05 - Insurance - Crime	\$ 51,228.00	\$ 51,589.00	\$ 67,172.72	\$ 67,172.72	\$ 67,172.72	\$ 68,100.00	98.79%	\$ 68,500.00	\$ 327.28	-7.32%			
Total 8020-00 - INSURANCE	\$ 10,219.00	\$ 10,219.00	\$ 9,700.00	\$ 9,700.00	\$ 9,700.00	\$ 11,820.00	82.06%	\$ 10,400.00	\$ 700.00	-11.89%	7% increase over actual		
8030-00 - UTILITIES	\$ 3,696.21	\$ 4,198.28	\$ 4,815.10	\$ 5,583.39	\$ 5,583.39	\$ 5,000.00	111.67%	\$ 5,000.00	\$ 583.39	122.22%			
8030-01 - Utilities - Gas/Terminal	\$ 5,874.14	\$ 6,442.27	\$ 3,798.50	\$ 4,208.66	\$ 4,208.66	\$ 4,500.00	93.53%	\$ 4,500.00	\$ 708.66	67.66%			
8030-02 - Utilities - Gas/Station	\$ 4,129.07	\$ 5,523.67	\$ 3,438.68	\$ 5,978.65	\$ 5,978.65	\$ 7,000.00	85.41%	\$ 7,000.00	\$ 1,021.35	67.00%			
8030-03 - Utilities - Elec/Runway/APA	\$ 6,881.22	\$ 11,619.29	\$ 6,288.75	\$ 10,398.96	\$ 10,398.96	\$ 15,000.00	69.32%	\$ 12,000.00	\$ 1,601.04	-20.00%			
8030-04 - Utilities - Elec/Terminal	\$ 14,895.07	\$ 28,174.11	\$ 17,289.13	\$ 34,295.96	\$ 34,295.96	\$ 33,000.00	104.23%	\$ 40,000.00	\$ 5,704.04	-15.81%			
8030-05 - Utilities - Telephones	\$ 5,988.79	\$ 12,184.48	\$ 7,881.83	\$ 15,377.76	\$ 15,377.76	\$ 15,000.00	102.52%	\$ 12,000.00	\$ 3,377.76	67.79%			
8030-07 - Utilities - Water	\$ 332.20	\$ 788.00	\$ 500.88	\$ 978.08	\$ 978.08	\$ 1,000.00	97.81%	\$ 1,500.00	\$ 521.92	-1.52%			
8030-08 - Utilities - Garbage Removal	\$ 4,625.45	\$ 9,849.99	\$ 5,100.52	\$ 9,994.48	\$ 9,994.48	\$ 10,000.00	99.94%	\$ 10,000.00	\$ 5.48	0.00%			
8030-09 - Utilities - Sewer	\$ 1,040.34	\$ 2,354.52	\$ 1,804.40	\$ 3,082.50	\$ 3,082.50	\$ 3,000.00	102.75%	\$ 4,000.00	\$ 917.50	-67.75%			
8030-10 - Utilities - Elec/Sewer	\$ 321.89	\$ 625.48	\$ 8.25	\$ 16.17	\$ 16.17	\$ 200.00	8.09%	\$ 200.00	\$ 183.83	0.00%			
8030-11 - Utilities - Electric Tower	\$ 3,136.15	\$ 5,214.21	\$ 2,885.57	\$ 4,882.48	\$ 4,882.48	\$ 5,000.00	97.65%	\$ 6,000.00	\$ 1,117.52	-5.21%			
8030-12 - Utilities - Elec/Runway, High	\$ 1,018.84	\$ 723.18	\$ 238.86	\$ 497.85	\$ 497.85	\$ 500.00	99.57%	\$ 700.00	\$ 202.15	-17.56%			
8030-15 - Utilities - Elec/AWOS	\$ 4,022.10	\$ 2,692.63	\$ 1,454.51	\$ 3,024.22	\$ 3,024.22	\$ 3,000.00	100.81%	\$ 3,000.00	\$ 24.22	0.00%			
8030-18 - Utilities - Elec. Wind Cone	\$ 74.27	\$ 140.24	\$ 59.39	\$ 138.00	\$ 138.00	\$ 150.00	92.00%	\$ 150.00	\$ 12.00	0.00%			
8030-17 - Utilities - Hangar E-9	\$ 31.65	\$ 210.82	\$ 1,975.26	\$ 1,975.26	\$ 1,975.26	\$ 200.00	988.26%	\$ 200.00	\$ 1,775.26	8.96%			
Total 8030-00 - UTILITIES	\$ 51,740.49	\$ 81,539.83	\$ 67,129.33	\$ 100,305.84	\$ 100,305.84	\$ 118,200.00	84.86%	\$ 128,650.00	\$ 28,344.16	-19.85%		Prev. years inc. E-2 & E-3	
8040-00 - SERVICE PROVIDER	\$ 2,079.00	\$ 2,079.00	\$ 468.40	\$ 894.40	\$ 894.40	\$ 2,000.00	44.72%	\$ 2,200.00	\$ 120.60	5.82%			
8040-01 - Service Provider - Weather	\$ 440.20	\$ 896.00	\$ 440.20	\$ 896.00	\$ 896.00	\$ 800.00	112.00%	\$ 800.00	\$ 96.00	0.00%			
8040-02 - Service Provider - Term. Music	\$ 2,857.35	\$ 5,747.88	\$ 2,764.86	\$ 4,060.00	\$ 4,060.00	\$ 4,500.00	90.22%	\$ 4,500.00	\$ 439.84	0.00%			
8040-03 - Service Provider - Internet Terminal	\$ 900.00	\$ 1,800.00	\$ 900.00	\$ 1,800.00	\$ 1,800.00	\$ 1,800.00	100.00%	\$ 1,800.00	\$ 0.00	0.00%			
8040-05 - Service Provider - SBI Movement Area	\$ 21,850.00	\$ 42,660.00	\$ 21,300.00	\$ 42,600.00	\$ 42,600.00	\$ 40,000.00	106.50%	\$ 100,000.00	\$ 57,400.00	100.00%		Includes items moved from 6110-10	
8040-06 - Service Provider - Security CMS	\$ 6,900.00	\$ 13,800.00	\$ 6,900.00	\$ 13,800.00	\$ 13,800.00	\$ 13,800.00	100.00%	\$ 13,800.00	\$ 0.00	0.00%		Previously coded Contracts 6110-06	
8040-09 - Service Provider - Electronic Filing System	\$ 6,200.00	\$ 12,400.00	\$ 6,200.00	\$ 12,400.00	\$ 12,400.00	\$ 12,400.00	100.00%	\$ 6,200.00	\$ 6,200.00	0.00%		Previously coded Contracts 6110-13	
8040-10 - Service Provider - Terminal Flight Info. Display	\$ 34,628.53	\$ 70,821.83	\$ 42,173.38	\$ 73,694.40	\$ 73,694.40	\$ 100,000.00	73.69%	\$ 100,000.00	\$ 26,305.60	0.00%		Proj. To keep track of Lib. Insurance certificates	
8040-11 - Service Provider - Terminal Satellites TV	\$ 14,170.85	\$ 28,341.70	\$ 14,170.85	\$ 28,341.70	\$ 28,341.70	\$ 28,341.70	100.00%	\$ 28,341.70	\$ 0.00	0.00%			
Total 8040-00 - SERVICE PROVIDER	\$ 2,079.00	\$ 2,079.00	\$ 468.40	\$ 894.40	\$ 894.40	\$ 2,000.00	44.72%	\$ 2,200.00	\$ 120.60	5.82%			
8050-00 - PROFESSIONAL SERVICES	\$ 14,170.85	\$ 28,341.70	\$ 14,170.85	\$ 28,341.70	\$ 28,341.70	\$ 28,341.70	100.00%	\$ 28,341.70	\$ 0.00	0.00%		Trend analysis based on FY '16	
8050-01 - Professional Services - Legal	\$ 28,341.70	\$ 56,683.40	\$ 14,170.85	\$ 28,341.70	\$ 28,341.70	\$ 28,341.70	100.00%	\$ 28,341.70	\$ 0.00	0.00%			
8050-02 - Professional Services - Audit	\$ 790.00	\$ 1,580.00	\$ 790.00	\$ 1,580.00	\$ 1,580.00	\$ 1,580.00	100.00%	\$ 1,580.00	\$ 0.00	0.00%			
8050-03 - Professional Services - Engineer	\$ 63.75	\$ 127.50	\$ 63.75	\$ 127.50	\$ 127.50	\$ 127.50	100.00%	\$ 127.50	\$ 0.00	0.00%			
8050-04 - Professional Services - ARFF	\$ 1,040.00	\$ 2,080.00	\$ 1,040.00	\$ 2,080.00	\$ 2,080.00	\$ 2,080.00	100.00%	\$ 2,080.00	\$ 0.00	0.00%			
8050-05 - Professional Services - Gen.	\$ 1,040.00	\$ 2,080.00	\$ 1,040.00	\$ 2,080.00	\$ 2,080.00	\$ 2,080.00	100.00%	\$ 2,080.00	\$ 0.00	0.00%			
8050-06 - Professional Services - Litigation	\$ 1,040.00	\$ 2,080.00	\$ 1,040.00	\$ 2,080.00	\$ 2,080.00	\$ 2,080.00	100.00%	\$ 2,080.00	\$ 0.00	0.00%			
8050-07 - Professional Services - Archite	\$ 1,040.00	\$ 2,080.00	\$ 1,040.00	\$ 2,080.00	\$ 2,080.00	\$ 2,080.00	100.00%	\$ 2,080.00	\$ 0.00	0.00%			
8050-08 - Professional Services - Security	\$ 4,484.51	\$ 8,969.02	\$ 4,484.51	\$ 8,969.02	\$ 8,969.02	\$ 8,969.02	100.00%	\$ 8,969.02	\$ 0.00	0.00%			
8050-09 - Prof. Svcs.-IT/Comp. Support	\$ 4,477.50	\$ 8,955.00	\$ 4,477.50	\$ 8,955.00	\$ 8,955.00	\$ 8,955.00	100.00%	\$ 8,955.00	\$ 0.00	0.00%			
8050-10 - Prof. Serv.-Planning - Air Service	\$ 1,083.75	\$ 2,167.50	\$ 1,083.75	\$ 2,167.50	\$ 2,167.50	\$ 2,167.50	100.00%	\$ 2,167.50	\$ 0.00	0.00%			
8050-11 - Prof. Serv.-Website Design & Maintenance	\$ 3,397.50	\$ 6,795.00	\$ 3,397.50	\$ 6,795.00	\$ 6,795.00	\$ 6,795.00	100.00%	\$ 6,795.00	\$ 0.00	0.00%			
8050-12 - Professional Services - EA	\$ 118,547.37	\$ 237,094.74	\$ 118,547.37	\$ 237,094.74	\$ 237,094.74	\$ 237,094.74	100.00%	\$ 237,094.74	\$ 0.00	0.00%			
8050-13 - Professional Services - Public Outreach	\$ 55,480.00	\$ 110,960.00	\$ 55,480.00	\$ 110,960.00	\$ 110,960.00	\$ 110,960.00	100.00%	\$ 110,960.00	\$ 0.00	0.00%			
8050-14 - Professional Services - SCASDP	\$ 55,480.00	\$ 110,960.00	\$ 55,480.00	\$ 110,960.00	\$ 110,960.00	\$ 110,960.00	100.00%	\$ 110,960.00	\$ 0.00	0.00%			
Total 8050-00 - PROFESSIONAL SERVICES	\$ 14,170.85	\$ 28,341.70	\$ 14,170.85	\$ 28,341.70	\$ 28,341.70	\$ 28,341.70	100.00%	\$ 28,341.70	\$ 0.00	0.00%			
Total 8000-00 - SUPPLIES/EQUIPMENT EXPENSE	\$ 51,740.49	\$ 81,539.83	\$ 67,129.33	\$ 100,305.84	\$ 100,305.84	\$ 118,200.00	84.86%	\$ 128,650.00	\$ 28,344.16	-19.85%			





Friedman Memorial Airport  
FY '17 Budget (COMBINED)  
October 2016 through March 2018

Account	FY '14		FY '15		FY '16		FY '17 Proposed Budget	Budget '16 vs. '17 Variance	Notes	
	Oct '13 - Mar '14	Year End	Oct '14 - Mar '15	Year End	Oct '15 - Mar '16	Year End				
6500-00 - SUPPLIES/EQUIPMENT - AIRFF/OPERATION										
6500-01 - Supplies/Equipment - General	758.22	1,890.99	1,420.09	8,380.01	1,443.06	10,000.00	45,000.00	350.00%	Difference in audit; Interpretation of capital expense, diagnostic software, increased tool inventory, nut, bolt, fitting inventory adequate to field needs, increased expenditures = increased inventory demand	
6500-02 - Supplies/Equipment - Tools	466.99	2,180.74	1,898.12	3,933.30	2,098.29	3,000.00				
6500-03 - Supplies/Equipment - Clothing	180.55	368.78	1,259.11	1,836.14	1,030.25	1,100.00				
6500-04 - Supplies/Equipment - Airff	7,002.56	14,091.38	9,027.57	19,016.98	10,500.52	20,000.00	40,000.00	100.00%		
6500-05 - Supplies/Equipment - Aircraft	150.00	382.34	2,069.99	10,474.23	12,981.23	9,000.00	10,000.00	100.00%		
6500-06 - Supplies/Equipment - ARFF	6,202.32	10,472.00	47,734.20	66,412.41	64,493.39	30,000.00	95,000.00	171.43%		
Total 6500-00 - SUPPLIES/EQUIPMENT - AIRFF/OPERATION	15,350.64	28,386.45	23,993.06	110,096.03	43,588.55	100,000.00	400,000.00	300.00%		
6510-00 - FUELS/LUBRICANTS										
6510-01 - Fuel/Lubricants - General	28.37	28.37	39.39	93.39	93.05	39,000.00	40,000.00	14.28%		Increased maintenance cost associated with new equipment acquisitions, repair cost for Schmidt snow blower, repair cost for Sweeper broom/blow, tire replacements, cutting edges/teal
6510-02 - Fuel	23,891.45	28,668.68	17,877.12	29,718.17	18,207.74	34,000.00	40,000.00	14.28%		
6510-03 - Lubricants	66.94	135.90	93.51	93.51	93.51	4,000.00	4,000.00	0.00%		
Total 6510-00 - FUELS/LUBRICANTS	23,993.76	28,733.95	18,010.51	32,005.07	18,394.30	38,000.00	40,000.00	14.28%		
6520-00 - VEHICLES/MAINTENANCE										
6520-01 - R/M Equipment - General	4,365.81	5,442.87	2,659.16	2,692.44	2,462.39	20,000.00	35,000.00	40.00%	Increased maintenance cost associated with new equipment acquisitions, repair cost for Schmidt snow blower, repair cost for Sweeper broom/blow, tire replacements, cutting edges/teal	
6520-02 - R/M Equip. '93 Schmidt Snow	1,450.14	6,421.95	1,078.70	2,900.56	4,297.32	4,297.32	35,000.00	11.42%		
6520-04 - R/M Equip. '94 Chevy Flow Truck	(6.00)	(6.00)								
6520-06 - R/M Equip. '98 Ford Dump	340.88	829.17	516.91	595.87	778.51	778.51				
6520-08 - R/M Equip. '94 Tiger Tractor	127.02	127.02	98.00	242.90	1,488.88	1,488.88				
6520-13 - R/M Equip. '94 Centennial	292.25	316.23	1,511.08	2,421.98	1,791.08	1,791.08				
6520-17 - R/M Equip. '91 Case 921 Ldr.	34.29	177.98	439.71	439.71	242.29	242.29				
6520-18 - R/M Equip. '02 Scholtis Blower	494.11	494.11	12.52	728.88	646.37	646.37				
6520-29 - R/M Equip. - 2016 Wausau Plow	3,033.57	9,138.51	6,068.55	7,738.32	2,134.42	2,134.42				
6520-31 - R/M Equip. - Onihosh Blower	148.33	905.36	2,069.58	7,959.02	3,913.98	3,913.98				
6520-32 - R/M Equip. - '08 Mini Truck	53.53	58.51			329.48	329.48				
6520-33 - R/M Equip. - '78 Dodge Flatbed Truck				100.20	1,274.10	1,274.10				
6520-34 - R/M Equip. - '12 Case 921F Loader		490.83		84.95	334.62	334.62				
6520-36 - R/M Equip. - '14 Ford Explorer	10,981.88	27,073.69	20,182.81	38,911.78	33,098.37	33,098.37	36,000.00	40.00%		
Total 6520-00 - VEHICLES/MAINTENANCE	16,350.88	34,985.14	23,882.93	52,911.78	33,098.37	100,000.00	36,000.00	40.00%		
6530-00 - ARFF MAINTENANCE										
6530-01 - ARFF Maint. - General	65.00	1,754.06	450.33	450.33	226.34	7,000.00	7,000.00	0.00%	Increased airfield landscaping maintenance	
6530-03 - ARFF Maint. - '87 Onihosh	4,186.28	1,490.21	492.32	512.32	348.09	240.00	7,000.00	0.00%		
6530-04 - ARFF Maint. - Radlco	238.86	2,477.94	2,048.91	5,877.16	75.93	78.03	7,000.00	0.00%		
6530-06 - ARFF Maint. - '03 E-Ono	4,492.90	6,721.11	2,891.58	6,859.81	694.21	7,000.00	7,000.00	0.00%		
Total 6530-00 - ARFF MAINTENANCE	9,583.04	12,445.38	7,882.74	13,700.60	1,284.67	18,100.00	40,000.00	100.00%		
6540-00 - REPAIRS/MAINTENANCE - BUILDING										
6540-01 - R/M Bldg. - General	3,199.80	3,870.16	871.32	1,095.08	4,713.94	20,000.00	40,000.00	100.00%		Increased airfield landscaping maintenance
6540-02 - R/M Bldg. - Terminal	8,787.11	19,028.99	5,724.82	8,641.88	8,992.29	11,346.02	40,000.00	100.00%		
6540-03 - R/M Bldg. - Shop	233.77	986.27	1,298.02	1,849.00	429.09					
6540-04 - R/M Bldg. - Cold Storage	1,536.12	1,536.12	4,224.88	4,224.88	11.98					
6540-05 - R/M Bldg. - Manager's Bldg.	484.57	1,203.99	221.05	348.57	1,282.90					
6540-07 - R/M Bldg. - Tower	74.31	2,099.83	843.18	2,178.78	157.39					
6540-08 - R/M Bldg. - Parking Booth				850.36						
Total 6540-00 - REPAIRS/MAINTENANCE - BUILDING	14,255.68	28,575.33	13,183.87	19,028.60	16,478.33	30,000.00	40,000.00	100.00%		
6550-00 - REPAIRS/MAINTENANCE - AIRSIDE										
6550-01 - R/M - General	424.95	924.95		48.87			28,000.00	180.00%	Increased airfield landscaping maintenance	
6550-02 - R/M - Airfield	937.91	1,103.29					28,000.00	180.00%		
6550-03 - R/M - Runway										
6550-04 - R/M - Lights	1,150.41	3,725.68	2,336.80	7,500.83	8,234.05					
6550-05 - R/M - Grounds	1,006.99	3,189.32	570.00	5,575.44	1,359.19					
Total 6550-00 - REPAIRS/MAINTENANCE - AIRSIDE	3,520.26	8,922.24	2,907.60	13,125.04	10,633.23	30,000.00	28,000.00	180.00%		

Friedman Memorial Airport  
FY '17 Budget (COMBINED)  
October 2016 through March 2018

	FY '14		FY '15		FY '16		FY '17		Budget '18 vs. '17		Notes
	Oct '13 - Mar '14	Year End	Oct '14 - Mar '15	Year End	Oct '15 - Mar '16	Budget	% of Budget	Proposed Budget	Variance		
<b>6500-00 - SECURITY EXPENSE</b>											
6500-01 - Security	\$ 9,478.35	\$ 13,948.37	\$ 7,615.70	\$ 17,314.46	\$ 11,825.23	\$ 20,000.00	59.83%	\$ 50,000.00	150.00%	TSA increased screening requirements, STADHRC Processing kios, CCTV/Accus control, system maintenance, access control app, badge readers, etc. Authentication hardware, badge printer, CCTV camera, etc. Security work station and supplies, dual authentication badge card reader.	
<b>Total 6500-00 - SECURITY EXPENSE</b>	\$ 9,478.35	\$ 13,948.37	\$ 7,615.70	\$ 17,314.46	\$ 11,825.23	\$ 20,000.00	59.83%	\$ 50,000.00	150.00%		
<b>6570-00 - REPAIRS/MAINT.-AERONAUTICAL EQU</b>											
6570-01 - R/M Aeronautical Equip - NDB/DME	\$ 4,895.00	\$ 8,400.00	\$ 4,200.00	\$ 8,604.33	\$ 3,148.00	\$ 25,000.00	12.59%	\$ 25,000.00	0.00%		
6570-02 - R/M Aeronautical Equip - Tower	\$ 1,872.14	\$ 3,980.83	\$ 81.52	\$ 3,415.21	\$ 187.29	\$ 100,000.00	0.19%	\$ 100,000.00	0.00%		
6570-03 - R/M Aeron. Equip. - Switching System	\$ 81.52	\$ 2,943.25	\$ 10,503.00	\$ 16,203.00	\$ 602.88	\$ 100,000.00	0.60%	\$ 100,000.00	0.00%		
6570-04 - R/M Aeron. Equip. - AWDS/IATIS	\$ 5,700.00	\$ 11,407.38	\$ 1,182.00	\$ 1,182.00	\$ 1,182.00	\$ 1,182.00	100.00%	\$ 1,182.00	0.00%		
6570-05 - R/M Aero.Equip. Flying Hat Lgts	\$ 1,182.00	\$ 1,182.00	\$ 1,182.00	\$ 1,182.00	\$ 1,182.00	\$ 1,182.00	100.00%	\$ 1,182.00	0.00%		
<b>Total 6570-00 - REPAIRS/MAINT.-AERONAUTICAL EQ</b>	\$ 13,837.66	\$ 27,820.57	\$ 14,703.00	\$ 28,222.54	\$ 5,182.16	\$ 115,862.00	4.47%	\$ 25,000.00	0.00%		
<b>TOTAL "B" OPERATIONAL EXPENSES</b>	\$ 69,672.67	\$ 161,370.94	\$ 127,328.46	\$ 222,835.71	\$ 211,868.39	\$ 177,260.00	113.89%	\$ 320,000.00	80.70%		
<b>TOTAL "B" EXPENSES</b>	\$ 421,874.32	\$ 1,054,909.34	\$ 631,400.81	\$ 1,071,290.95	\$ 645,817.71	\$ 851,423.18	76.33%	\$ 1,251,700.00	31.58%		
<b>7000-00 - MISC. CAPITAL EXPENDITURES</b>											
7000-01 - Contingency	\$ 18,084.00	\$ 18,084.00	\$ 3,201.67	\$ 3,201.67	\$ 3,201.67	\$ 20,000.00	16.01%	\$ 20,000.00	0.00%		
7000-04 - Office Equipment	\$ 1,850.00	\$ 1,850.00	\$ 5,525.82	\$ 10,068.93	\$ 2,244.63	\$ 20,000.00	11.22%	\$ 20,000.00	-60.00%	Laptop security and OPS	
7000-06 - Computer Equipment/Software	\$ 1,882.09	\$ 1,882.09	\$ 5,945.00	\$ 5,945.00	\$ 5,945.00	\$ 20,000.00	29.72%	\$ 20,000.00	-60.00%		
7000-08 - ATC Equipment	\$ 167.05	\$ 33,142.31	\$ 5,294.36	\$ 5,294.36	\$ 5,294.36	\$ 100,000.00	5.29%	\$ 100,000.00	-84.17%	Tool Kt Implements Protective Gear/Turnouts	
7000-14 - Retroftr Kit - Broozn	\$ 26,555.55	\$ 26,555.55	\$ 7,785.08	\$ 7,785.08	\$ 7,785.08	\$ 100,000.00	7.79%	\$ 100,000.00	-84.17%		
7000-17 - Battery Jump Kit Lrg. System	\$ 8,550.00	\$ 8,550.00	\$ 8,550.00	\$ 8,550.00	\$ 8,550.00	\$ 100,000.00	8.55%	\$ 100,000.00	-84.17%		
7000-18 - Sweeper Brushes	\$ 6,830.00	\$ 6,830.00	\$ 9,210.20	\$ 9,210.20	\$ 9,210.20	\$ 100,000.00	9.21%	\$ 100,000.00	-84.17%		
7000-19 - Fork Lift	\$ 52,538.70	\$ 52,538.70	\$ 16,705.18	\$ 16,705.18	\$ 16,705.18	\$ 100,000.00	16.71%	\$ 100,000.00	-84.17%		
7000-20 - Sweeper Axles (Brushes)	\$ 8,550.00	\$ 8,550.00	\$ 8,550.00	\$ 8,550.00	\$ 8,550.00	\$ 100,000.00	8.55%	\$ 100,000.00	-84.17%		
7000-21 - Truck Spreader	\$ 6,830.00	\$ 6,830.00	\$ 8,550.00	\$ 8,550.00	\$ 8,550.00	\$ 100,000.00	8.55%	\$ 100,000.00	-84.17%		
7000-22 - Air Passenger Terminal Imp.	\$ 52,538.70	\$ 52,538.70	\$ 16,705.18	\$ 16,705.18	\$ 16,705.18	\$ 100,000.00	16.71%	\$ 100,000.00	-84.17%		
7000-23 - SEE Equipment	\$ 26,555.55	\$ 26,555.55	\$ 7,785.08	\$ 7,785.08	\$ 7,785.08	\$ 100,000.00	7.79%	\$ 100,000.00	-84.17%		
7000-24 - ARFF Equipment	\$ 8,550.00	\$ 8,550.00	\$ 8,550.00	\$ 8,550.00	\$ 8,550.00	\$ 100,000.00	8.55%	\$ 100,000.00	-84.17%		
7000-26 - Licensed Vehicles	\$ 6,830.00	\$ 6,830.00	\$ 8,550.00	\$ 8,550.00	\$ 8,550.00	\$ 100,000.00	8.55%	\$ 100,000.00	-84.17%		
7000-28 - Drivers Training Software	\$ 6,830.00	\$ 6,830.00	\$ 8,550.00	\$ 8,550.00	\$ 8,550.00	\$ 100,000.00	8.55%	\$ 100,000.00	-84.17%		
7000-38 - Air Passenger Terminal - Interior Paint	\$ 52,538.70	\$ 52,538.70	\$ 16,705.18	\$ 16,705.18	\$ 16,705.18	\$ 100,000.00	16.71%	\$ 100,000.00	-84.17%		
7000-41 - Technical Air Service Support	\$ 26,555.55	\$ 26,555.55	\$ 7,785.08	\$ 7,785.08	\$ 7,785.08	\$ 100,000.00	7.79%	\$ 100,000.00	-84.17%		
7000-43 - Technical Lot Improvements	\$ 8,550.00	\$ 8,550.00	\$ 8,550.00	\$ 8,550.00	\$ 8,550.00	\$ 100,000.00	8.55%	\$ 100,000.00	-84.17%		
7000-47 - AOB Improvements	\$ 6,830.00	\$ 6,830.00	\$ 8,550.00	\$ 8,550.00	\$ 8,550.00	\$ 100,000.00	8.55%	\$ 100,000.00	-84.17%		
7000-55 - Toilet/Equipment	\$ 6,830.00	\$ 6,830.00	\$ 8,550.00	\$ 8,550.00	\$ 8,550.00	\$ 100,000.00	8.55%	\$ 100,000.00	-84.17%		
7000-55 - Terminal Concession	\$ 6,830.00	\$ 6,830.00	\$ 8,550.00	\$ 8,550.00	\$ 8,550.00	\$ 100,000.00	8.55%	\$ 100,000.00	-84.17%		
<b>Total 7000-00 - MISC. CAPITAL EXPENDITURES</b>	\$ 97,894.30	\$ 145,448.07	\$ 16,705.18	\$ 45,190.88	\$ 45,190.88	\$ 302,200.00	14.95%	\$ 302,200.00	-80.98%		
<b>7110-00 - SMALL COMMUNITY AIR SERVICE</b>											
7110-01 - Small Community Air Service 2013	\$ 534,000.00	\$ 534,000.00	\$ 534,000.00	\$ 534,000.00	\$ 534,000.00	\$ 534,000.00	100.00%	\$ 534,000.00	250.00%		
7110-02 - Small Community Air Service 2018	\$ 534,000.00	\$ 534,000.00	\$ 534,000.00	\$ 534,000.00	\$ 534,000.00	\$ 534,000.00	100.00%	\$ 534,000.00	250.00%		
<b>Total 7110-00 - SMALL COMMUNITY AIR SERVICE</b>	\$ 1,068,000.00	\$ 1,068,000.00	\$ 1,068,000.00	\$ 1,068,000.00	\$ 1,068,000.00	\$ 1,068,000.00	100.00%	\$ 1,068,000.00	250.00%		
<b>7500-00 - IDAHO STATE GRANT PROGRAM</b>											
7500-09 - '09 ITD (SUN-09 ITD/FMA)	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	100.00%	\$ 20,000.00	0.00%		
7500-10 - '10 ITD (SUN-10 ITD/FMA)	\$ 5,300.00	\$ 5,300.00	\$ 5,300.00	\$ 5,300.00	\$ 5,300.00	\$ 5,300.00	100.00%	\$ 5,300.00	0.00%		
7500-11 - '11 ITD (SUN-11 ITD/FMA)	\$ 46,000.00	\$ 46,000.00	\$ 46,000.00	\$ 46,000.00	\$ 46,000.00	\$ 46,000.00	100.00%	\$ 46,000.00	0.00%		
7500-12 - '12 ITD (SUN-12 ITD/FMA)	\$ 108,000.00	\$ 108,000.00	\$ 108,000.00	\$ 108,000.00	\$ 108,000.00	\$ 108,000.00	100.00%	\$ 108,000.00	0.00%		
7500-13 - '13 ITD (SUN-13 ITD/FMA)	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	100.00%	\$ 20,000.00	0.00%		
<b>Total 7500-00 - IDAHO STATE GRANT PROGRAM</b>	\$ 108,000.00	\$ 108,000.00	\$ 108,000.00	\$ 108,000.00	\$ 108,000.00	\$ 108,000.00	100.00%	\$ 108,000.00	0.00%		
<b>7500-00 - AIP '04 EXPENSE</b>											
7500-01 - AIP '04-New Airt. EIS-P1a-III/IV	\$ 11,805.50	\$ 11,805.50	\$ 11,805.50	\$ 11,805.50	\$ 11,805.50	\$ 11,805.50	100.00%	\$ 11,805.50	0.00%		
7500-02 - AIP '04 - Non Reimbursable	\$ 11,805.50	\$ 11,805.50	\$ 11,805.50	\$ 11,805.50	\$ 11,805.50	\$ 11,805.50	100.00%	\$ 11,805.50	0.00%		
<b>Total 7500-00 - AIP '04 EXPENSE</b>	\$ 23,611.00	\$ 23,611.00	\$ 23,611.00	\$ 23,611.00	\$ 23,611.00	\$ 23,611.00	100.00%	\$ 23,611.00	0.00%		





Friedman Memorial Airport  
 FY '17 Budget (COMBINED)  
 October 2016 through March 2016

	FY '14		FY '15		FY '16		FY '17		Budget '16 vs. '17 Variance	Notes
	Oct '13 - Mar '14	Year End	Oct '14 - Mar '15	Year End	Oct '16 - Mar '17	% of Budget	Proposed Budget			
9000-00 PFC EXPENSE										
9000-01 PFC '07 Security Equipment	\$ 635.00	\$ 40.00	\$ 3,085.75	\$ 5,241.20	\$ 485,748.00		\$ 500,000.00			
9000-02 PFC '14 ATCT Switching System**		\$ 8,350.00	209,219.09	376,830.89	84,523.73		175,000.00			
9000-03 PFC '14 ATCT Switching System**		72,177.62	2,298.00	13,048.52	29,076.02		150,000.00			-14.25%
9000-04 PFC '14 ATCT Switching System**		613.50								
9000-05 PFC '14 Relocate SW Taxiway	\$ 404.80	\$ 57,087.18	1,949.81	1,649.81						
9000-06 PFC '12 - SRE Equipment/Security Improvements**	\$ 133,890.00	\$ 133,880.00								
9000-06 PFC '12 - Security Improvements	\$ 134,415.00	\$ 133,880.00								
Total 9000-00 PFC EXPENSE										
9001-00 PFC '14										
9001-01 PFC '14 RSA Formulation	\$ 585.28	\$ 40.00								
9001-02 PFC '14 Acquire SRE										
9001-03 PFC '14 Master Plan										
9001-04 PFC '14 Relocate SW Taxiway	\$ 613.50	\$ 72,177.62	2,298.00	13,048.52						
9001-05 PFC '14 Relocate GA Apron	\$ 404.80	\$ 57,087.18	1,949.81	1,649.81						
9001-06 PFC '14 Fenestier Fence Relocation	\$ 3,368.37	\$ 11,108.35	159.34	199.22						
9001-07 PFC '14 RSA Grading	\$ 10,589.97	\$ 123,793.00	18,482.98	111,771.78	4,233.23					
9001-08 PFC '14 Relocate Taxiway A & B	\$ 17,294.86	\$ 202,254.86	30,158.12	182,312.23	8,907.35					
9001-09 PFC '14 Relocate Power to PAPI	\$ 5,270.90	\$ 6,369.40	48.34	(918.03)	85.20					
9001-10 PFC '14 Relocate AWOS	\$ 134.72	\$ 841.08	13.45	167.27						
9001-11 PFC '14 Relocate SRE/ARFF Building			156,873.11	288,785.78	4,567.23					
9001-12 PFC '14 Relocate Terminal Apron			33,894.00	33,893.96						
9001-13 PFC '14 Relocate Cargo Apron			10,336.84	40,308.73	1,336.76					
9001-14 PFC '14 Relocate Mangrove			13,781.72	84,506.26	3,227.50					
9001-15 PFC '14 Relocate Terminal Bldg	\$ 1,470.84	\$ 198,135.16	196,080.34	14,047.16	535.48					
9001-16 PFC '14 Relocate N Taxiway			2,238.67	1,204.53	352.28					
9001-17 PFC '14 Relocate Central Bypass			9,865.00	36,763.35						
9001-18 PFC '14 Runway Rehabilitation	\$ 7,478.00	\$ 8,941.40	(9,813.24)	4,130.00						
9001-19 PFC '14 Administration			(9,813.24)	4,130.00						
9001-20 PFC '14 RETAINER	\$ 47,260.89	\$ 743,167.66	694,740.02	1,748,780.80	57,542.13					
Total 9001-00 PFC '14										
TOTAL "C" EXPENDITURES	\$ 2,234,849.37	\$ 12,091,086.38	\$ 7,829,705.00	\$ 22,860,497.27	\$ 234,167.67	70.97%	\$ 150,000.00			-81.41%
TOTAL EXPENSE ("A", "B" & "C")	\$ 3,277,761.99	\$ 15,371,296.65	\$ 9,144,403.65	\$ 25,016,592.91	\$ 3,117,800.00					-29.23%
TOTAL INCOME	\$ 2,780,358.43	\$ 13,924,044.98	\$ 6,089,927.85	\$ 22,022,873.05	\$ 5,904,022.48					-12.45%
NET INCOME	\$ (497,403.56)	\$ (447,252.67)	\$ (3,055,475.80)	\$ (2,993,719.70)	\$ 213,777.52					-3.78%
										-125.65%



Friedman Memorial Airport  
 FY '17  
 Budget (OPERATIONAL)  
 October 2015 through March 2016

	FY '14		FY '16		FY '16		FY '17		
	4Oct '13- Mar 14	Year End	Oct '14- Mar 15	Year End	Oct '15- Mar 16	Budget	\$ Over Budget	% of Budget	Proposed Budget
<b>INCOME</b>									
4000-00 - AIRCARRIER									
4000-01 - Aircarrier - Lease Space	\$ 42,260.22	\$ 84,520.44	\$ 42,260.22	\$ 84,520.44	\$ 42,260.56	\$ 84,520.44	\$ (42,259.86)	50.00%	\$ 106,500.00
4000-02 - Aircarrier - Landing Fees	\$ 44,807.01	\$ 102,602.61	\$ 64,560.00	\$ 134,766.00	\$ 65,988.30	\$ 130,030.00	\$ (63,011.20)	44.66%	\$ 150,000.00
4000-03 - Aircarrier - Gate Fees	\$ 600.00	\$ 1,200.00	\$ 600.00	\$ 1,200.00	\$ 600.00	\$ 1,200.00	\$ (600.00)	50.00%	\$ 2,400.00
4000-04 - Aircarrier - Utility Fees	\$ 8,851.28	\$ 16,041.86	\$ 9,086.28	\$ 17,921.20	\$ 14,098.84	\$ 16,041.00	\$ (2,031.16)	87.39%	\$ 20,000.00
4010-05 - Aircarrier - Misc.									\$ 4,800.00
<b>Total 4000-00 - AIRCARRIER</b>	\$ 98,518.51	\$ 204,364.81	\$ 116,526.50	\$ 238,107.64	\$ 123,859.22	\$ 251,761.44	\$ (127,902.22)	49.20%	\$ 283,700.00
4020-00 - TERMINAL AUTO PARKING REVENUE									
4020-01 - Automobile Parking - Terminal	\$ 58,120.38	\$ 144,931.23	\$ 100,453.98	\$ 198,841.34	\$ 100,457.65	\$ 200,000.00	\$ (99,542.35)	50.00%	\$ 200,000.00
<b>Total 4020-00 - TERMINAL AUTO PARKING REVENUE</b>	\$ 58,120.38	\$ 144,931.23	\$ 100,453.98	\$ 198,841.34	\$ 100,457.65	\$ 200,000.00	\$ (99,542.35)	50.00%	\$ 200,000.00
4030-00 - AUTO RENTAL REVENUE									
4030-01 - Automobile Rental - Commission	\$ 178,902.41	\$ 419,855.46	\$ 204,207.88	\$ 443,413.15	\$ 227,326.48	\$ 485,300.00	\$ (257,974.52)	42.10%	\$ 500,000.00
4030-02 - Automobile Rental - Counter	\$ 5,950.76	\$ 12,260.76	\$ 6,384.00	\$ 12,784.80	\$ 13,372.92	\$ 25,000.00	\$ (11,627.08)	25.51%	\$ 27,000.00
4030-03 - Automobile Rental - Auto Prng	\$ 28,840.00	\$ 55,771.66	\$ 34,278.60	\$ 54,505.96	\$ 39,205.56	\$ 59,285.27	\$ (20,078.31)	57.82%	\$ 64,500.00
4030-04 - Automobile Rental - Utilities	\$ 618.38	\$ 1,168.38	\$ 636.18	\$ 1,232.91	\$ 937.84	\$ 2,500.00	\$ (1,512.16)	26.45%	\$ 2,500.00
4030-05 - Automobile Rental - Off Airprt.	\$ 666.51	\$ 666.51							
4030-00 - AUTO RENTAL REVENUE - Other	\$ 6,075.00								
<b>Total 4030-00 - AUTO RENTAL REVENUE</b>	\$ 218,054.06	\$ 488,712.77	\$ 245,504.64	\$ 512,037.82	\$ 280,893.20	\$ 571,765.27	\$ (280,882.07)	49.13%	\$ 694,000.00
4040-00 - TERMINAL CONCESSION REVENUE									
4040-01 - Terminal Shops - Commission	\$ 1,308.96	\$ 2,628.64	\$ 1,322.04	\$ 2,644.38					
4040-02 - Terminal Shops - Lease Space	\$ 114.38	\$ 234.96	\$ 116.90	\$ 231.60					
4040-03 - Terminal Shops - Utility Fees	\$ 17,441.25	\$ 31,892.25	\$ 18,485.00	\$ 33,316.02	\$ 21,722.50	\$ 33,000.00	\$ (3,777.53)	73.40%	\$ 40,000.00
4040-10 - Advertising - Commission	\$ 6,545.34	\$ 13,862.34	\$ 5,359.57	\$ 15,265.02	\$ 12,321.83	\$ 15,000.00	\$ (2,998.47)	80.01%	\$ 15,000.00
4040-11 - Vending Machines - Commission	\$ 43.70	\$ 62.12	\$ 46.50	\$ 154.75	\$ 97.20	\$ 48,000.00	\$ (47,902.80)	75.07%	\$ 300.00
4040-12 - Terminal ATM	\$ 25,483.63	\$ 48,722.31	\$ 25,330.01	\$ 50,395.07	\$ 38,321.53	\$ 48,000.00	\$ (11,678.47)	79.67%	\$ 55,300.00
<b>Total 4040-00 - TERMINAL CONCESSION REVENUE</b>	\$ 104,487.73	\$ 228,395.71	\$ 109,392.34	\$ 237,541.77	\$ 104,504.94	\$ 225,192.63	\$ (120,244.69)	46.50%	\$ 240,000.00
4050-00 - FBO REVENUE									
4050-01 - FBO - Lease Space	\$ 88,297.77	\$ 312,667.15	\$ 129,179.03	\$ 424,731.17	\$ 151,502.80	\$ 480,000.00	\$ (388,007.20)	33.02%	\$ 500,000.00
4050-02 - FBO - Thedown Fees	\$ 112,088.60	\$ 251,585.30	\$ 121,680.80	\$ 271,906.25	\$ 134,004.66	\$ 275,000.00	\$ (139,955.14)	46.00%	\$ 300,000.00
4050-03 - FBO - Landing Fees - Trans.	\$ 9,444.61	\$ 18,220.69	\$ 10,119.69	\$ 19,202.55	\$ 8,532.01	\$ 18,000.00	\$ (18,367.99)	53.51%	\$ 18,000.00
4050-04 - FBO - Commission			\$ 926.50						
4050-06 - FBO - Charter									
<b>Total 4050-00 - FBO REVENUE</b>	\$ 314,313.71	\$ 811,178.85	\$ 371,308.76	\$ 953,381.74	\$ 401,441.61	\$ 978,192.63	\$ (576,744.90)	41.04%	\$ 1,058,000.00
4060-00 - FUEL FLOWAGE REVENUE									
4060-01 - Fuel Flowage - FBO	\$ 84,667.14	\$ 198,046.24	\$ 92,704.04	\$ 216,149.28	\$ 197,268.42	\$ 310,000.00	\$ (110,701.58)	51.00%	\$ 280,000.00
<b>Total 4060-00 - FUEL FLOWAGE REVENUE</b>	\$ 84,667.14	\$ 198,046.24	\$ 92,704.04	\$ 216,149.28	\$ 197,268.42	\$ 310,000.00	\$ (110,701.58)	51.00%	\$ 280,000.00
4070-00 - TRANSIENT LANDING FEES REVENUE									
4070-01 - Landing Fees - Commercial	\$ 306.48	\$ 511.68	\$ 200.08	\$ 200.08	\$ 200.08	\$ 500.00	\$ (299.92)	60.01%	\$ 500.00
4070-02 - Landing Fees - Non-Comm. AGov't	\$ 306.48	\$ 511.68	\$ 200.08	\$ 200.08	\$ 200.08	\$ 500.00	\$ (299.92)	60.01%	\$ 500.00
<b>Total 4070-00 - TRANSIENT LANDING FEES REVENUE</b>	\$ 306.48	\$ 511.68	\$ 200.08	\$ 200.08	\$ 200.08	\$ 500.00	\$ (299.92)	60.01%	\$ 500.00

Friedman Memorial Airport  
FY '17  
Budget (OPERATIONAL)  
October 2015 through March 2016

	FY '14		FY '15		FY '16		FY '17		
	4Oct '13 - Mar 14	Year End	Oct '14 - Mar 15	Year End	Oct '15 - Mar 16	Budget			
<b>4080-00 - LAND LEASE REVENUE</b>									
4080-01 - Land Lease - Hangar	\$ 234,415.88	\$ 480,789.28	\$ 204,271.09	\$ 408,603.25	\$ 199,404.27	\$ 571,006.43	\$ (884,133.34)	35.77%	\$ 450,000.00
4080-02 - Land Lease - Hangar/Trains, Fee	\$ 1,103.00	\$ 5,384.20	\$ 2,105.80	\$ 1,888.80	\$ 1,822.20	\$ 6,384.00	\$ (2,455.80)	34.28%	\$ 5,000.00
4080-03 - Land Lease - Hangar/Utilities	\$ 774.71	\$ 1,563.91	\$ 848.11	\$ 1,663.10	\$ 699.12	\$ 1,553.00	\$ (714.89)	54.28%	\$ 1,800.00
4080-04 - Land Lease - Hangar Equalization	\$ 3,483.46	\$ 7,226.92	\$ 1,176.53	\$ 1,176.53					
4080-20 - Land Lease - Govt. USFS/BLM	\$ 239,757.05	\$ 494,984.31	\$ 208,401.53	\$ 413,512.68	\$ 202,353.00	\$ 577,650.43	\$ (375,617.84)	35.01%	\$ 467,000.00
<b>Total 4080-00 - LEASE REVENUE</b>	\$ 11,422.78	\$ 11,649.58	\$ 9,771.55	\$ 9,834.10	\$ 0,000.00	\$ 11,549.00	\$ (3,351.00)	69.17%	\$ 12,000.00
<b>4090-00 - TIEDOWN PERMIT FEES REVENUE</b>									
4090-01 - Tiedown Permit Fees (F/M/A)	\$ 11,422.78	\$ 11,649.58	\$ 9,771.55	\$ 9,834.10	\$ 0,000.00	\$ 11,549.00	\$ (3,351.00)	69.17%	\$ 12,000.00
4090-02 - Tiedown Gov, Fire Support									
<b>Total 4090-00 - TIEDOWN PERMIT FEES REVENUE</b>	\$ 11,422.78	\$ 11,649.58	\$ 9,771.55	\$ 9,834.10	\$ 0,000.00	\$ 11,549.00	\$ (3,351.00)	69.17%	\$ 12,000.00
<b>4100-00 - POSTAL CARRIERS REVENUE</b>									
4100-01 - Postal Carriers - Landing Fees	\$ 4,648.32	\$ 9,109.15	\$ 5,450.40	\$ 10,385.77	\$ 4,594.00	\$ 13,800.00	\$ (8,486.00)	34.60%	\$ 13,000.00
4100-02 - Postal Carriers - Tiedown	\$ 2,970.00	\$ 2,970.00	\$ 2,970.00	\$ 2,970.00	\$ 2,970.00	\$ 2,970.00	\$ (2,970.00)	100.00%	\$ 2,970.00
<b>Total 4100-00 - POSTAL CARRIERS REVENUE</b>	\$ 7,618.32	\$ 12,079.15	\$ 8,420.40	\$ 13,355.77	\$ 7,564.00	\$ 16,770.00	\$ (6,538.00)	57.69%	\$ 13,000.00
<b>4110-00 - MISCELLANEOUS REVENUE</b>									
4110-01 - Misc. Revenue	\$ (1,988.00)	\$ (1,211.16)	\$ 346.20	\$ 337.61	\$ 17.25	\$ 17.25	\$ 17.25	100.00%	\$ -
4110-02 - Misc. - FMA Products	\$ 10.00								
4110-03 - Misc. - Equipment Sales									
4110-04 - Misc. - Security-Prox. Cards	\$ 24,170.00	\$ 32,110.00	\$ 23,580.00	\$ 35,580.00	\$ 25,670.00	\$ 32,000.00	\$ (2,120.00)	73.58%	\$ 32,000.00
4110-07 - Misc. - Litigation									
4110-08 - Misc. - Security Prox. Release	\$ 1,974.50	\$ 2,231.45	\$ 68.99	\$ 119.28	\$ (505.14)	\$ -	\$ (505.14)	100.00%	\$ -
4110-09 - Misc. - Expense Reimb.									
4900-00 - GAIN/LOSS ON EQUIP. DISP.									
<b>Total 4110-00 - MISCELLANEOUS REVENUE</b>	\$ 24,166.50	\$ 31,880.29	\$ 23,995.19	\$ 36,036.89	\$ 25,082.11	\$ 32,000.00	\$ (6,917.89)	78.28%	\$ 32,000.00
<b>4120-00 - GROUND TRANSP. PERMIT REVENUE</b>									
4120-01 - Ground Transportation Permit	\$ 13,200.00	\$ 13,500.00	\$ 13,000.00	\$ 13,600.00	\$ 13,560.00	\$ 13,500.00	\$ (400.00)	102.94%	\$ 17,000.00
4120-02 - GTPS - Tip Fee	\$ 1,690.00	\$ 3,080.00	\$ 1,990.00	\$ 3,180.00	\$ 1,619.00	\$ 3,000.00	\$ (1,480.00)	100.00%	\$ 3,000.00
<b>Total 4120-00 - GROUND TRANSP. PERMIT REVENUE</b>	\$ 14,890.00	\$ 16,580.00	\$ 14,990.00	\$ 16,780.00	\$ 15,179.00	\$ 16,500.00	\$ (1,000.00)	92.80%	\$ 17,000.00
<b>4400-00 - TSA</b>									
4400-01 - LEO Expense Reimbursement									
4400-02 - Terminal Lease									
<b>Total 4400-00 - TSA</b>									
<b>4520-00 - INTEREST INCOME</b>									
4520-00 - Interest Income - General	\$ 2,909.43	\$ 6,158.39	\$ 2,893.18	\$ 6,033.50	\$ 1,426.34	\$ 3,080.00	\$ (1,603.66)	49.31%	\$ 1,500.00
<b>Total 4520-00 - INTEREST INCOME</b>	\$ 2,909.43	\$ 6,158.39	\$ 2,893.18	\$ 6,033.50	\$ 1,426.34	\$ 3,080.00	\$ (1,603.66)	49.31%	\$ 1,500.00
<b>TOTAL INCOME</b>	\$ 1,100,188.99	\$ 2,470,779.71	\$ 1,228,088.84	\$ 2,885,685.89	\$ 1,567,276.58	\$ 3,044,000.00	\$ (1,476,723.42)	51.48%	\$ 3,024,500.00

Friedman Memorial Airport  
FY '17  
Budget (OPERATIONAL)  
October 2015 through March 2016

	FY '14		FY '15		FY '16		FY '17		
	4Oct '13- Mar 14	Year End	Oct '14- Mar 15	Year End	Oct '15- Mar 16	Budget	\$ Over Budget	% of Budget	Proposed Budget
<b>"A" EXPENSES</b>									
5000-00 · A EXPENDITURES - Other	\$ 63,727.84	\$ 127,429.23	\$ 78,450.00	\$ 156,900.00	\$ 78,419.99	\$ 156,900.00	\$ (78,480.01)	50.00%	\$ 156,900.00
5000-01 · Salaries - Airport Manager	\$ 43,336.80	\$ 86,606.10	\$ 46,113.60	\$ 92,227.20	\$ 47,486.40	\$ 92,217.85	\$ (14,731.46)	51.49%	\$ 92,217.85
5000-02 · Salaries - Assistant Airport Manager	\$ 91,692.83	\$ 173,960.61	\$ 88,064.05	\$ 180,664.43	\$ 67,150.38	\$ 181,096.16	\$ (55,545.78)	52.92%	\$ 181,096.16
5010-01 · Salaries - Office Asst.	\$ 44,481.98	\$ 88,491.90	\$ 45,315.48	\$ 92,521.40	\$ 38,812.38	\$ 92,217.88	\$ (53,405.48)	42.03%	\$ 92,217.88
5020-00 · Salaries - ARFF/OPS Chief	\$ 154,656.73	\$ 320,184.04	\$ 152,680.87	\$ 330,660.88	\$ 163,783.31	\$ 319,680.40	\$ (136,107.69)	48.07%	\$ 319,680.40
5030-00 · Salaries - ARFF/OPS Specialist	\$ 31,743.30	\$ 63,686.47	\$ 35,009.64	\$ 71,903.64	\$ 35,037.88	\$ 65,652.90	\$ (30,585.02)	53.24%	\$ 65,652.90
5040-00 · Salaries-ASG/Sp.Pjtcl/Ex. Asst	\$ 6,712.25	\$ 10,800.25	\$ 24,341.38	\$ 26,602.38	\$ 18,503.75	\$ 26,000.00	\$ (6,496.25)	74.02%	\$ 26,000.00
5050-01 · Salaries- Temp.									
5050-01 · Salaries-Arpt. Reloc. Add. Personnel									
5050-02 · Salaries - Merit Increase									
5080-01 · Overtime - General	\$ 6,151.27	\$ 6,151.27	\$ 14,484.89	\$ 14,484.89	\$ 28,847.98	\$ 2,000.00	\$ (2,000.00)	0.00%	\$ 2,000.00
5080-02 · Overtime - Snow Removal									
5080-04 · OT - Security									
5070-05 · Compensated Absences Accrued	\$ 51,192.34	\$ 101,731.85	\$ 55,625.07	\$ 111,658.92	\$ 57,833.07	\$ 114,050.96	\$ (2,392.88)	50.50%	\$ 114,050.96
5100-00 · Retirement	\$ 32,176.72	\$ 64,589.12	\$ 35,673.87	\$ 71,567.70	\$ 34,789.62	\$ 75,267.99	\$ (13,619.33)	46.20%	\$ 75,267.99
5110-00 · Social Security/Medicare	\$ 1,043.16	\$ 2,101.94	\$ 1,057.68	\$ 2,075.48	\$ 983.10	\$ 1,500.00	\$ (303.81)	57.33%	\$ 1,500.00
5120-00 · Life Insurance	\$ 81,765.08	\$ 162,312.30	\$ 92,078.71	\$ 180,880.21	\$ 94,211.30	\$ 180,000.00	\$ (98,788.92)	49.56%	\$ 180,000.00
5190-00 · Workman's Compensation	\$ 12,428.00	\$ 12,428.00	\$ 14,400.00	\$ 13,889.50	\$ 12,436.00	\$ 15,000.00	\$ (2,564.00)	82.91%	\$ 15,000.00
5170-00 · Unemployment Claims		\$ 199.00							
<b>TOTAL "A" EXPENDITURES</b>	\$ 621,058.30	\$ 1,225,287.93	\$ 683,286.24	\$ 1,384,893.59	\$ 683,217.12	\$ 1,280,114.12	\$ (631,922.60)	50.23%	\$ 1,535,482.45



Friedman Memorial Airport  
 FY '17  
 Budget (OPERATIONAL)  
 October 2015 through March 2016

	FY '14		FY '15		FY '16		FY '17	
	4Oct '13 - Mar 14	Year End	Oct '14 - Mar 15	Year End	Oct '15 - Mar 16	Budget	\$ Over Budget	% of Budget
<b>87 EXPENSES - ADMINISTRATIVE</b>								
8000-00 - TRAVEL EXPENSE	\$ 3,066.09	\$ 7,513.89	\$ 4,415.03	\$ 6,676.77	\$ 6,692.83	\$ 13,000.00	\$ 6,307.17	55.80%
8000-01 - Travel	\$ 3,066.09	\$ 7,513.89	\$ 4,415.03	\$ 6,676.77	\$ 6,692.83	\$ 13,000.00	\$ 6,307.17	55.80%
Total 8000-00 - TRAVEL EXPENSE	\$ 3,066.09	\$ 7,513.89	\$ 4,415.03	\$ 6,676.77	\$ 6,692.83	\$ 13,000.00	\$ 6,307.17	55.80%
<b>8010-00 - SUPPLIES/EQUIPMENT EXPENSE</b>								
8010-01 - Supplies - Office	\$ 4,828.45	\$ 7,015.30	\$ 6,627.95	\$ 19,418.04	\$ 2,652.08	\$ 13,000.00	\$ 16,368.04	206.25%
8010-03 - Supplies - Computer	\$ 797.77	\$ 3,197.29	\$ 2,947.48	\$ 7,938.71	\$ 2,217.41	\$ 13,000.00	\$ 10,782.59	83.01%
Total 8010-00 - SUPPLIES/EQUIPMENT EXPENSE	\$ 5,626.22	\$ 10,212.59	\$ 9,575.43	\$ 27,356.75	\$ 4,869.49	\$ 26,000.00	\$ 21,487.26	82.69%
<b>8020-00 - INSURANCE</b>								
8020-01 - Insurance - Liability	\$ 10,218.00	\$ 10,218.00	\$ 9,700.00	\$ 8,700.00	\$ 3,733.00	\$ 11,800.00	\$ 8,067.00	68.32%
8020-02 - Insurance - Public Officials	\$ 4,081.00	\$ 4,081.00	\$ 4,867.72	\$ 4,867.72	\$ 5,167.24	\$ 4,776.00	\$ 400.72	105.47%
8020-03 - Insurance - Bldg/Util/Veh/Prop	\$ 30,875.00	\$ 31,238.00	\$ 46,329.00	\$ 46,329.00	\$ 37,842.42	\$ 36,000.00	\$ 1,842.42	102.12%
8020-04 - Insurance - Licensed Vehicles	\$ 6,054.00	\$ 6,054.00	\$ 6,276.00	\$ 6,276.00	\$ 6,559.20	\$ 6,500.00	\$ 59.20	93.41%
Total 8020-00 - INSURANCE	\$ 51,226.00	\$ 51,589.00	\$ 67,172.72	\$ 67,172.72	\$ 59,262.96	\$ 60,100.00	\$ 837.04	102.01%
<b>8030-00 - UTILITIES</b>								
8030-01 - Utilities - Gas/Terminal	\$ 3,596.21	\$ 4,198.26	\$ 4,815.10	\$ 5,583.39	\$ 13,388.85	\$ 6,000.00	\$ 1,388.39	115.80%
8030-02 - Utilities - Gas/Maintenance	\$ 5,874.14	\$ 6,442.27	\$ 3,796.50	\$ 4,208.55	\$ 5,266.86	\$ 6,012.30	\$ 736.55	104.84%
8030-03 - Utilities - Elec/Runway&PAPI	\$ 4,129.07	\$ 6,523.57	\$ 3,438.68	\$ 5,878.63	\$ 4,179.66	\$ 7,010.00	\$ 2,831.34	59.71%
8030-04 - Utilities - Elec/Office/Maint.	\$ 6,561.22	\$ 11,519.29	\$ 6,286.75	\$ 10,398.55	\$ 5,218.77	\$ 16,000.00	\$ 10,781.23	54.79%
8030-05 - Utilities - Electrical/Terminal	\$ 14,588.07	\$ 28,174.11	\$ 17,289.13	\$ 34,295.98	\$ 21,398.01	\$ 34,600.00	\$ 13,201.99	61.55%
8030-06 - Utilities - Telephone	\$ 5,688.79	\$ 12,184.46	\$ 7,881.93	\$ 15,377.78	\$ 7,794.75	\$ 12,184.46	\$ 4,389.71	63.97%
8030-07 - Utilities - Water	\$ 335.20	\$ 798.90	\$ 500.66	\$ 978.08	\$ 472.34	\$ 798.90	\$ 326.56	41.62%
8030-08 - Utilities - Garbage Removal	\$ 4,925.45	\$ 9,849.99	\$ 5,100.52	\$ 9,864.49	\$ 4,774.97	\$ 9,849.99	\$ 5,075.02	51.65%
8030-09 - Utilities - Sewer	\$ 1,040.34	\$ 2,384.52	\$ 1,804.40	\$ 3,092.50	\$ 1,463.85	\$ 2,384.52	\$ 920.67	42.82%
8030-10 - Utilities - Elec/Sewer	\$ 321.99	\$ 625.48	\$ 8.25	\$ 16.17	\$ 1,463.85	\$ 2,384.52	\$ 920.67	42.82%
8030-11 - Utilities - Electrical/Power	\$ 3,136.15	\$ 5,214.21	\$ 2,885.57	\$ 4,882.49	\$ 2,931.87	\$ 6,000.00	\$ 3,068.13	48.18%
8030-12 - Utilities - Elec/Brdfrd. Hghl	\$ 418.84	\$ 723.18	\$ 238.66	\$ 497.85	\$ 493.10	\$ 723.18	\$ 230.08	72.00%
8030-15 - Utilities - Elec/AVIOS	\$ 1,022.10	\$ 2,582.53	\$ 1,454.51	\$ 3,024.22	\$ 1,537.65	\$ 2,582.53	\$ 1,044.88	54.61%
8030-16 - Utilities - Elec. Wind Cone	\$ 74.27	\$ 140.24	\$ 59.39	\$ 136.09	\$ 76.56	\$ 140.24	\$ 63.68	45.39%
8030-17 - Utilities - Hangar E-8	\$ 31.85	\$ 210.82	\$ 1,750.28	\$ 1,975.09	\$ 42.71	\$ 210.82	\$ 168.11	14.52%
Total 8030-00 - UTILITIES	\$ 51,740.49	\$ 91,539.83	\$ 57,128.33	\$ 100,308.84	\$ 68,170.80	\$ 100,000.00	\$ 31,829.19	68.17%
<b>8040-00 - SERVICE PROVIDER</b>								
8040-01 - Service Provider - Weather	\$ 2,079.00	\$ 2,079.00	\$ 459.40	\$ 894.40	\$ 4,861.00	\$ 2,079.00	\$ 2,882.00	210.40%
8040-02 - Service Provider - Term. Music	\$ 440.20	\$ 885.00	\$ 2,764.96	\$ 4,950.00	\$ 2,331.00	\$ 885.00	\$ 1,066.00	121.02%
8040-03 - Service Provider - Instrmt/Cab	\$ 2,857.33	\$ 5,714.66	\$ 900.00	\$ 1,800.00	\$ 4,121.32	\$ 18,000.00	\$ 12,878.68	71.83%
8040-05 - Service Provider - ISP/Terminal	\$ 900.00	\$ 9,850.00	\$ 9,850.00	\$ 9,850.00	\$ 9,351.53	\$ 9,850.00	\$ 498.47	102.00%
8040-08 - Service Provider - SSI Movement Area	\$ 21,350.00	\$ 42,850.00	\$ 21,300.00	\$ 42,800.00	\$ 21,300.00	\$ 43,000.00	\$ 200.00	102.33%
8040-08 - Service Provider - Security CMS	\$ 6,900.00	\$ 13,800.00	\$ 6,900.00	\$ 13,800.00	\$ 4,800.00	\$ 13,800.00	\$ 9,000.00	35.51%
8040-09 - Service Provider - Part 139 Airt. Inspection	\$ 6,900.00	\$ 13,800.00	\$ 6,900.00	\$ 13,800.00	\$ 4,800.00	\$ 13,800.00	\$ 9,000.00	35.51%
8040-10 - Service Provider - Electronic Filing Syst.	\$ 6,900.00	\$ 13,800.00	\$ 6,900.00	\$ 13,800.00	\$ 4,800.00	\$ 13,800.00	\$ 9,000.00	35.51%
8040-11 - Service Provider - Terminal Flight Info. Display	\$ 6,900.00	\$ 13,800.00	\$ 6,900.00	\$ 13,800.00	\$ 4,800.00	\$ 13,800.00	\$ 9,000.00	35.51%
8040-11 - Service Provider - Terminal Satellite TV	\$ 6,900.00	\$ 13,800.00	\$ 6,900.00	\$ 13,800.00	\$ 4,800.00	\$ 13,800.00	\$ 9,000.00	35.51%
Total 8040-00 - SERVICE PROVIDER	\$ 34,526.53	\$ 78,821.86	\$ 42,173.36	\$ 73,894.40	\$ 31,872.92	\$ 103,000.00	\$ 71,127.08	51.82%

Friedman Memorial Airport  
 FY '17  
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 October 2015 through March 2016

	FY '14		FY '15		FY '16		FY '17	
	4Oct '13- Mar 14	Year End	Oct '14- Mar 15	Year End	Oct '15- Mar 16	Budget	\$ Over Budget	% of Budget
<b>6050-00 - PROFESSIONAL SERVICES</b>								
6050-01 - Professional Services - Legal	\$ 14,170.85	\$ 28,210.85	\$ 20,827.70	\$ 42,160.70	\$ 34,267.80	\$ 35,000.00	\$ (20,829.15)	97.81%
6050-02 - Professional Services - Audit	\$ 28,012.20	\$ 28,457.70	\$ 35,981.88	\$ 36,088.38	\$ 41,672.89	\$ 45,000.00	\$ (18,987.80)	91.27%
6050-03 - Professional Services - Engines	\$ 780.00	\$ 11,571.75	\$ 3,000.00	\$ 3,000.00	\$ 1,312.50	\$ 2,000.00	\$ (2,000.00)	13.13%
6050-04 - Professional Services - ARFF	\$ 63.75	\$ 63.75	\$ 14,903.50	\$ 24,708.31	\$ 8,368.75	\$ 03.75	\$ 6,305.00	0.00%
6050-05 - Professional Services - Gen.	\$ 1,040.00	\$ 1,040.00	\$ 5,957.50	\$ 20,854.25	\$ 12,458.50	\$ 4,900.00	\$ (86,000.00)	0.00%
6050-06 - Professional Services - Archite	\$ 4,484.51	\$ 6,023.51	\$ 805.00	\$ 3,676.80	\$ 45,947.42	\$ 14,000.00	\$ (9,515.49)	28.20%
6050-07 - Professional Services - Security	\$ 4,477.50	\$ 16,183.81	\$ 148.75	\$ 361.25	\$ 6,047.50	\$ 15,000.00	\$ 647.42	104.32%
6050-08 - Prof. Serv.-IT/Comp. Support	\$ 1,983.20	\$ 1,912.50	\$ 3,828.35	\$ 3,828.35	\$ 14,930.87	\$ 20,300.00	\$ 4,135.00	316.21%
6050-09 - Prof. Serv.-Planning - Air Serv.	\$ 3,085.20	\$ 5,017.45	\$ 3,084.88	\$ 7,183.67	\$ 2,879.16	\$ 13,000.00	\$ (7,370.84)	26.78%
6050-10 - Prof. Serv.-Website Design & Maint.	\$ 624.00	\$ 1,248.00	\$ 656.00	\$ 1,280.00	\$ 656.00	\$ 3,400.00	\$ (3,400.00)	0.00%
6050-11 - Professional Services - EA	\$ 624.00	\$ 1,248.00	\$ 656.00	\$ 1,280.00	\$ 656.00	\$ 1,400.00	\$ (724.00)	13.67%
6050-12 - Professional Services - Public Outreach	\$ 624.00	\$ 1,248.00	\$ 656.00	\$ 1,280.00	\$ 656.00	\$ 1,400.00	\$ (724.00)	13.67%
<b>Total 6050-00 - PROFESSIONAL SERVICES</b>	\$ 62,400.00	\$ 124,800.00	\$ 65,600.00	\$ 131,200.00	\$ 131,204.23	\$ 312,376.25	\$ (81,712.02)	61.61%
<b>6060-00 - MAINTENANCE-OFFICE EQUIPMENT</b>								
6060-01 - Maint.-Office Equip./Gen.	\$ 115.64	\$ 396.15	\$ 143.64	\$ 143.64	\$ 143.64	\$ 10,000.00	\$ (10,000.00)	0.00%
6060-02 - Maintenance - Computer	\$ 1,566.36	\$ 3,074.66	\$ 1,568.02	\$ 3,136.03	\$ 1,277.78	\$ 1,277.78	\$ 1,277.78	100.00%
6060-03 - Maintenance - Telephone	\$ 1,393.20	\$ 1,393.20	\$ 1,393.20	\$ 3,336.00	\$ 1,401.33	\$ 1,401.33	\$ 1,401.33	100.00%
<b>Total 6060-00 - MAINTENANCE-OFFICE EQUIPMENT</b>	\$ 3,085.20	\$ 5,017.45	\$ 3,084.88	\$ 7,183.67	\$ 2,879.16	\$ 13,000.00	\$ (7,370.84)	26.78%
<b>6070-00 - RENT/LEASE OFFICE EQUIPMENT</b>								
6070-01 - Rent/Lease - Office Equip./Gen	\$ 624.00	\$ 1,248.00	\$ 656.00	\$ 1,280.00	\$ 656.00	\$ 3,400.00	\$ (3,400.00)	0.00%
6070-02 - Rent/Lease - Postage Meter	\$ 624.00	\$ 1,248.00	\$ 656.00	\$ 1,280.00	\$ 656.00	\$ 1,400.00	\$ (724.00)	13.67%
6070-03 - Rent/Lease - Copier	\$ 624.00	\$ 1,248.00	\$ 656.00	\$ 1,280.00	\$ 656.00	\$ 1,400.00	\$ (724.00)	13.67%
<b>Total 6070-00 - RENT/LEASE OFFICE EQUIPMENT</b>	\$ 1,248.00	\$ 2,496.00	\$ 1,312.00	\$ 2,560.00	\$ 1,312.00	\$ 4,800.00	\$ (4,144.00)	13.67%
<b>6080-00 - DUES/MEMBERSHIPS/PUBLICATIONS E</b>								
6080-01 - Dues/Memberships/Publications	\$ 12,566.17	\$ 14,502.28	\$ 12,114.53	\$ 15,571.48	\$ 12,715.10	\$ 13,000.00	\$ (374.48)	97.81%
6080-02 - Membership - Internat/WebSite	\$ 69.97	\$ 251.45	\$ 110.45	\$ 389.21	\$ 1,765.00	\$ 20,000.00	\$ (18,235.00)	4.39%
6080-04 - Airport Marketing	\$ 17,112.75	\$ 19,253.47	\$ 3,124.37	\$ 6,323.42	\$ 14,510.10	\$ 33,930.00	\$ (16,480.00)	43.97%
<b>Total 6080-00 - DUES/MEMBERSHIPS/PUBLICATIONS E</b>	\$ 29,748.89	\$ 34,007.20	\$ 15,349.35	\$ 22,284.11	\$ 14,510.10	\$ 33,930.00	\$ (16,480.00)	43.97%
<b>6090-00 - POSTAGE</b>								
6090-01 - Postage/Courier Service	\$ 612.26	\$ 1,218.04	\$ 1,108.58	\$ 2,188.70	\$ 1,117.46	\$ 1,500.00	\$ (382.54)	74.49%
<b>Total 6090-00 - POSTAGE</b>	\$ 612.26	\$ 1,218.04	\$ 1,108.58	\$ 2,188.70	\$ 1,117.46	\$ 1,500.00	\$ (382.54)	74.49%
<b>6100-00 - EDUCATION/TRAINING</b>								
6100-01 - Education/Training - Admin.	\$ 2,611.00	\$ 4,528.00	\$ 1,173.00	\$ 6,311.00	\$ 2,781.00	\$ 15,050.00	\$ (12,269.00)	18.54%
6100-02 - Education/Training - OPS	\$ 1,055.00	\$ 1,055.00	\$ 1,256.50	\$ 1,271.33	\$ 3,361.26	\$ 3,361.26	\$ 3,361.26	100.00%
6100-03 - Education/Training - ARFF	\$ 644.89	\$ 11,349.58	\$ 1,510.03	\$ 10,240.25	\$ 3,801.63	\$ 3,801.63	\$ 3,801.63	100.00%
6100-04 - Education/Training - Tri-Ann	\$ 5,952.55	\$ 9,722.69	\$ 794.00	\$ 9,241.90	\$ 2,465.00	\$ 2,465.00	\$ 2,465.00	100.00%
6100-05 - Education - Neighbor Flight	\$ 536.68	\$ 900.00	\$ 2,017.81	\$ 600.00	\$ 1,118.84	\$ 1,118.84	\$ 1,118.84	100.00%
6100-06 - Education - Security	\$ 536.68	\$ 297.69	\$ 2,169.31	\$ 2,169.31	\$ 1,118.84	\$ 1,118.84	\$ 1,118.84	100.00%
6100-07 - Education - Public Outreach	\$ 10,800.42	\$ 27,852.88	\$ 6,751.34	\$ 28,833.79	\$ 43,633.06	\$ 18,000.00	\$ (1,468.94)	90.22%
<b>Total 6100-00 - EDUCATION/TRAINING</b>	\$ 10,800.42	\$ 27,852.88	\$ 6,751.34	\$ 28,833.79	\$ 43,633.06	\$ 18,000.00	\$ (1,468.94)	90.22%



Friedman Memorial Airport  
Budget (OPERATIONAL)  
FY '17  
October 2015 through March 2016

	FY 14		FY 15		FY 16		FY 17	
	4Oct '13 - Mar 14	Year End	Oct '14 - Mar 15	Year End	Oct '15 - Mar 16	Budget	1. Over Budget	Proposed Budget
<b>6110-00 - CONTRACTS</b>								
6110-01 - Contracts - General	\$ 30,000.00	\$ 2,200.00	\$ 11,056.00	\$ 14,031.00	\$ 520.00	\$ 42,000.00	\$ 540.00	\$ 42,000.00
6110-02 - Contracts - FHAA	\$ 16,800.00	\$ 33,600.00	\$ 16,800.00	\$ 33,600.00	\$ 21,000.00	\$ 42,000.00	\$ 121,000.00	\$ 42,000.00
6110-03 - Contracts - Atlanta/Fee Collection	\$ 29,400.00	\$ 58,800.00	\$ 29,400.00	\$ 58,800.00	\$ 29,400.00	\$ 58,800.00	\$ 129,300.00	\$ 58,900.00
6110-04 - Contracts - COH LEO	\$ 1,632.00	\$ 3,264.00	\$ 1,632.00	\$ 3,264.00	\$ 1,632.00	\$ 3,264.00	\$ 17,368.00	\$ 5,000.00
6110-05 - Contracts - Janitorial			\$ 7,974.20	\$ 24,108.40	\$ 30,122.00	\$ 30,100.00	\$ 17,893.00	\$ 50,000.00
6110-07 - Contracts - Snow Removal					\$ 48,538.25	\$ 15,100.00	\$ 34,598.25	\$ 25,000.00
6110-08 - Contracts - Eccles Tree Lights					\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00
6110-09 - Contracts - Website					\$ 240.00	\$ 480.00	\$ 60.00	
6110-10 - Contracts - Online Email Server Access					\$ 2,489.29	\$ 2,489.29	\$ 1,155.00	
Total 6110-00 - CONTRACTS	\$ 836.87	\$ 1,641.27	\$ 1,081.29	\$ 2,489.29	\$ 152,292.25	\$ 198,520.00	\$ 143,856.75	\$ 210,900.00
6120-00 - PERMITS								
6120-01 - Permits - General								
6120-02 - Permits - COH Impact Fees	\$ 78,668.87	\$ 129,505.27	\$ 98,183.49	\$ 167,672.69	\$ 23.00	\$ 100.00	\$ 177.00	\$ 100.00
Total 6120-00 - PERMITS			\$ 23.00	\$ 23.00	\$ 23.00	\$ 100.00	\$ 177.00	\$ 10,000.00
6130-00 - MISCELLANEOUS EXPENSES								
6130-01 - Misc. - General	\$ 5,004.24	\$ 7,130.40	\$ 5,399.29	\$ 8,306.88	\$ 5,167.79	\$ 6,500.00	\$ 11,320.21	\$ 9,000.00
6130-02 - Misc. - Incident/Accident	\$ 670.68	\$ 1,352.96	\$ 224.20	\$ 458.20	\$ 2,155.16	\$ 1,050.00	\$ 1,155.96	\$ 3,000.00
6130-00 - MISC. EXPENSES - Other	\$ (31.80)	\$ (31.80)						
Total 6130-00 - MISCELLANEOUS EXPENSES	\$ 5,643.32	\$ 8,451.76	\$ 5,623.49	\$ 8,765.08	\$ 7,322.95	\$ 7,550.00	\$ 11,786.17	\$ 12,000.00
<b>TOTAL "B" ADMINISTRATIVE EXPENSES</b>	\$ 298,290.82	\$ 498,703.28	\$ 384,823.67	\$ 575,389.18	\$ 144,109.21	\$ 774,433.89	\$ 129,314.91	\$ 906,700.00

Friedman Memorial Airport  
 FY '17  
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 October 2015 through March 2016

	FY '14		FY '15		FY '16		FY '17	
	4Oct '13- Mar 14	Year End	Oct '14- Mar 15	Year End	Oct '15- Mar 16	Budget	\$ Over Budget	% of Budget
<b>B EXPENSES - OPERATIONAL</b>								
6500-00 - SUPPLIES/EQUIPMENT-ARFF/OPERATI								
6500-01 - Supplies/Equipment - General	\$ 785.22	\$ 1,860.58	\$ 1,420.68	\$ 8,360.01	\$ 1,833.59	\$ 10,300.00	\$ (8,466.41)	18.41%
6500-02 - Supplies/Equipment - Tools	\$ 465.99	\$ 2,169.74	\$ 1,856.12	\$ 3,933.30	\$ 2,688.20	\$ 2,088.23	\$ 1,845.07	
6500-03 - Supplies/Equipment - Clothing	\$ 185.55	\$ 368.76	\$ 1,258.11	\$ 1,936.14	\$ 1,128.25	\$ 1,128.25	\$ 0.00	
6500-04 - Supplies/Equipment - Janitorial	\$ 7,602.56	\$ 14,691.38	\$ 9,027.66	\$ 19,018.98	\$ 15,300.82	\$ 15,800.82	\$ (3,497.16)	
6500-05 - Supplies/Equipment - Decks	\$ 159.00	\$ 392.34	\$ 25,891.75	\$ 25,891.75	\$ 7,601.23	\$ 20,000.00	\$ (12,398.77)	368.41%
6500-06 - Supplies/Equipment - ARFF	\$ 9,202.32	\$ 19,472.80	\$ 2,459.99	\$ 10,474.23	\$ 237.00	\$ 5,000.00	\$ (4,762.99)	4.74%
Total 6500-00 - SUPPLIES/EQUIPMENT-ARFF/OPERATI	\$ 28,953.76	\$ 58,412.41	\$ 41,734.19	\$ 68,412.41	\$ 34,459.59	\$ 55,000.00	\$ (20,540.41)	370.90%
<b>6510-00 - FUELS/LUBRICANTS</b>								
6510-01 - Fuel/Lubricants - General	\$ 28.37	\$ 26.37	\$ 33.39	\$ 33.39	\$ 360.90	\$ 35,000.00	\$ (34,639.10)	11.42%
6510-02 - Fuel	\$ 23,861.45	\$ 28,586.66	\$ 17,977.12	\$ 22,718.17	\$ 20,307.54	\$ 20,287.51	\$ (2,430.66)	
6510-03 - Lubricants	\$ 65.84	\$ 125.90	\$ 1,043.71	\$ 9,331.51	\$ 1,043.71	\$ 20,287.51	\$ (19,243.80)	
Total 6510-00 - FUELS/LUBRICANTS	\$ 23,955.66	\$ 28,738.93	\$ 18,010.51	\$ 32,083.07	\$ 21,411.15	\$ 35,000.00	\$ (13,588.85)	63.20%
<b>6520-00 - VEHICLES/MAINTENANCE</b>								
6520-01 - R/M Equipment - General	\$ 4,365.81	\$ 5,442.87	\$ 2,659.16	\$ 2,632.44	\$ 2,056.20	\$ 25,000.00	\$ (22,343.20)	11.42%
6520-02 - R/M Equip. '93 Schmitz Snow	\$ 1,450.14	\$ 6,421.95	\$ 1,678.70	\$ 2,800.56	\$ 4,197.32	\$ 4,287.32	\$ (87.00)	
6520-04 - R/M Equip. '84 Chevy Plow Truck	\$ (6.00)	\$ (8.00)	\$ (8.00)	\$ (8.00)	\$ (8.00)	\$ (8.00)	\$ 0.00	
6520-06 - R/M Equip. '85 Ford Dump	\$ 340.83	\$ 828.17	\$ 515.81	\$ 555.97	\$ 725.51	\$ 725.51	\$ 0.00	
6520-08 - R/M Equip. '86 Tiger Tractor	\$ 127.02	\$ 127.02	\$ 98.00	\$ 242.90	\$ 1,498.86	\$ 1,498.86	\$ 0.00	
6520-09 - R/M Equip. '86 Oshkosh Swp.	\$ 292.25	\$ 315.23	\$ 1,511.89	\$ 2,421.96	\$ 1,701.06	\$ 1,701.06	\$ 0.00	
6520-11 - R/M Equip. '89 J. Deere Ldr.	\$ 34.29	\$ 140.92	\$ 439.71	\$ 439.71	\$ 282.20	\$ 282.20	\$ 0.00	
6520-13 - R/M Equip. - Catco Crack Fir.	\$ 127.02	\$ 127.02	\$ 98.00	\$ 242.90	\$ 1,498.86	\$ 1,498.86	\$ 0.00	
6520-17 - R/M Equip. '01 Case 921 Ldr.	\$ 292.25	\$ 315.23	\$ 1,511.89	\$ 2,421.96	\$ 1,701.06	\$ 1,701.06	\$ 0.00	
6520-18 - R/M Equip. '97 Chevrolet Blower	\$ 177.96	\$ 177.96	\$ 11,129.90	\$ 11,185.86	\$ 282.20	\$ 282.20	\$ 0.00	
6520-20 - R/M Equip. '02 Kotliak Blower	\$ 34.29	\$ 140.92	\$ 439.71	\$ 439.71	\$ 282.20	\$ 282.20	\$ 0.00	
6520-23 - R/M Equip. '97 Ford Exped.	\$ 494.11	\$ 494.11	\$ 12.52	\$ 12.52	\$ 38.39	\$ 38.39	\$ 0.00	
6520-24 - R/M Equip. '01 Ford F-250	\$ 3,633.57	\$ 8,136.51	\$ 8,088.55	\$ 7,739.32	\$ 10,053.05	\$ 10,053.05	\$ 0.00	
6520-25 - R/M Equip. '04 Batts De-Ice	\$ 148.33	\$ 605.35	\$ 2,088.68	\$ 7,959.62	\$ 330.84	\$ 330.84	\$ 0.00	
6520-26 - R/M Equip. - Fork Lift/Ailis C.	\$ 53.53	\$ 58.51	\$ 58.51	\$ 58.51	\$ 58.51	\$ 58.51	\$ 0.00	
6520-28 - R/M Equip. - Case 821 Loader	\$ 494.11	\$ 494.11	\$ 12.52	\$ 12.52	\$ 38.39	\$ 38.39	\$ 0.00	
6520-29 - R/M Equip. - 2010 Wausau Plow	\$ 3,633.57	\$ 8,136.51	\$ 8,088.55	\$ 7,739.32	\$ 10,053.05	\$ 10,053.05	\$ 0.00	
6520-30 - R/M Equip. '05 Ford F-350	\$ 148.33	\$ 605.35	\$ 2,088.68	\$ 7,959.62	\$ 330.84	\$ 330.84	\$ 0.00	
6520-31 - R/M Equip. - Oshkosh Blower	\$ 53.53	\$ 58.51	\$ 58.51	\$ 58.51	\$ 58.51	\$ 58.51	\$ 0.00	
6520-32 - R/M Equip. '09 Mini Truck	\$ 494.11	\$ 494.11	\$ 12.52	\$ 12.52	\$ 38.39	\$ 38.39	\$ 0.00	
6520-33 - R/M Equip. '78 Dodge Flatbed Truck	\$ 3,633.57	\$ 8,136.51	\$ 8,088.55	\$ 7,739.32	\$ 10,053.05	\$ 10,053.05	\$ 0.00	
6520-34 - R/M Equip. '12 Case 921F Loader	\$ 148.33	\$ 605.35	\$ 2,088.68	\$ 7,959.62	\$ 330.84	\$ 330.84	\$ 0.00	
6520-35 - R/M Equip. '14 Ford Explorer	\$ 10,931.88	\$ 27,073.59	\$ 26,182.81	\$ 36,911.78	\$ 33,065.37	\$ 26,000.00	\$ (9,065.37)	152.30%
Total 6520-00 - VEHICLES/MAINTENANCE	\$ 65.00	\$ 1,754.06	\$ 450.33	\$ 450.33	\$ 240.00	\$ 7,000.00	\$ (6,773.43)	
6530-00 - ARFF MAINTENANCE	\$ 4,189.28	\$ 1,489.21	\$ 492.32	\$ 512.32	\$ 240.00	\$ 240.00	\$ 0.00	
6530-01 - ARFF Maint. General	\$ 238.88	\$ 2,477.84	\$ 2,048.81	\$ 5,877.16	\$ 78.63	\$ 240.00	\$ (261.37)	
6530-03 - ARFF Maint. - '87 Oshkosh	\$ 4,492.96	\$ 5,721.11	\$ 2,681.56	\$ 6,639.81	\$ 694.21	\$ 7,000.00	\$ (1,278.79)	12.77%
6530-04 - ARFF Maint. - Radios								
6530-05 - ARFF Maint. - '03 E-One								
Total 6530-00 - ARFF MAINTENANCE	\$ 4,492.96	\$ 5,721.11	\$ 2,681.56	\$ 6,639.81	\$ 694.21	\$ 7,000.00	\$ (1,278.79)	12.77%

Budget (OPERATIONAL)  
October 2015 through March 2016

	FY '14		FY '15		FY '16		FY '17	
	4Q Oct '13 - Mar 14	Year End	Oct '14 - Mar 15	Year End	Oct '15 - Mar 16	Budget	% of Budget	Proposed Budget
<b>6540-00 - REPAIRS/MAINTENANCE - BUILDING</b>								
6540-01 - RIM Bldg. - General	\$ 3,159.80	\$ 3,870.16	\$ 871.32	\$ 1,036.03	\$ 5,713.62	\$ 23,000.00	11.2%	\$ 40,000.00
6540-02 - RIM Bldg. - Terminal	\$ 8,767.11	\$ 19,028.96	\$ 5,724.82	\$ 8,541.98	\$ 8,508.28	\$ 177,000.00	3.9%	\$ 3,900.00
6540-03 - RIM Bldg. - Shop	\$ 223.77	\$ 986.27	\$ 1,298.02	\$ 1,849.00	\$ 1,820.00	\$ 450.00	400.0%	\$ 450.00
6540-04 - RIM Bldg. - Cold Storage	\$ 1,538.12	\$ 1,538.12	\$ 4,224.88	\$ 4,224.88	\$ 13.66	\$ 13.66	100.0%	\$ 13.66
6540-05 - RIM Bldg. - Manager's Bldg.	\$ 484.57	\$ 1,203.89	\$ 221.86	\$ 348.57	\$ 1,282.90	\$ 1,282.90	100.0%	\$ 1,282.90
6540-07 - RIM Bldg. - Tower	\$ 74.31	\$ 2,989.83	\$ 843.18	\$ 2,176.78	\$ 1,877.00	\$ 187.00	100.0%	\$ 187.00
6540-08 - RIM Bldg. - Parking Booth				\$ 850.36	\$ 18,478.22	\$ 20,000.00	92.4%	\$ 40,000.00
<b>Total 6540-00 - REPAIRS/MAINTENANCE - BUILDING</b>	<b>\$ 14,255.68</b>	<b>\$ 29,575.33</b>	<b>\$ 13,183.67</b>	<b>\$ 19,028.60</b>	<b>\$ 18,478.22</b>	<b>\$ 20,000.00</b>	<b>97.38%</b>	<b>\$ 40,000.00</b>
<b>6550-00 - REPAIRS/MAINTENANCE - AIRSIDE</b>								
6550-01 - RIM - General	\$ 424.95	\$ 924.95		\$ 48.97		\$ 10,530.00	4.6%	\$ 28,000.00
6550-02 - RIM - Airfield	\$ 937.91	\$ 1,103.29						
6550-03 - RIM - Runway								
6550-04 - RIM - Lights	\$ 1,150.41	\$ 3,725.68	\$ 2,336.80	\$ 7,500.63	\$ 6,524.65	\$ 6,534.60	100.0%	\$ 6,534.60
6550-05 - RIM - Grounds	\$ 1,006.99	\$ 3,188.32	\$ 570.00	\$ 5,575.44	\$ 1,850.10	\$ 1,000.00	185.0%	\$ 1,000.00
<b>Total 6550-00 - REPAIRS/MAINTENANCE - AIRSIDE</b>	<b>\$ 3,520.26</b>	<b>\$ 8,922.24</b>	<b>\$ 2,806.80</b>	<b>\$ 13,125.04</b>	<b>\$ 8,374.75</b>	<b>\$ 16,000.00</b>	<b>53.31%</b>	<b>\$ 28,000.00</b>
<b>6560-00 - SECURITY EXPENSE</b>								
6560-01 - Security	\$ 9,478.35	\$ 13,946.37	\$ 7,615.70	\$ 17,314.46	\$ 11,825.22	\$ 20,000.00	59.1%	\$ 50,000.00
<b>Total 6560-00 - SECURITY EXPENSE</b>	<b>\$ 9,478.35</b>	<b>\$ 13,946.37</b>	<b>\$ 7,615.70</b>	<b>\$ 17,314.46</b>	<b>\$ 11,825.22</b>	<b>\$ 20,000.00</b>	<b>59.1%</b>	<b>\$ 50,000.00</b>
<b>6570-00 - REPAIRS/MAINT.-AERONAUTICAL EQU</b>								
6570-01 - RIM Aeronautical Equip. - NDB/DME	\$ 4,995.00	\$ 8,400.00	\$ 4,200.00	\$ 8,604.33	\$ 5,148.00	\$ 25,000.00	20.6%	\$ 25,000.00
6570-02 - RIM Aeronautical Equip. - Tower	\$ 1,872.14	\$ 3,980.89		\$ 3,415.21	\$ 337.25			
6570-03 - RIM Aeron. Equip. - Switching System	\$ 81.52	\$ 2,943.25			\$ 632.85			
6570-04 - RIM Aeron. Equip. - AWOS/LATIS	\$ 5,700.00	\$ 11,407.39	\$ 10,503.00	\$ 16,203.00	\$ 5,149.00			
6570-05 - RIM Aero Equip. Flying Hat Lghts	\$ 1,159.00	\$ 1,189.00						
<b>Total 6570-00 - REPAIRS/MAINT.-AERONAUTICAL EQU</b>	<b>\$ 13,837.66</b>	<b>\$ 27,920.57</b>	<b>\$ 14,703.00</b>	<b>\$ 28,222.54</b>	<b>\$ 11,316.18</b>	<b>\$ 25,000.00</b>	<b>45.27%</b>	<b>\$ 25,000.00</b>
<b>TOTAL TR- OPERATIONAL EXPENSES</b>	<b>\$ 89,672.87</b>	<b>\$ 161,370.94</b>	<b>\$ 127,328.44</b>	<b>\$ 222,935.71</b>	<b>\$ 201,188.50</b>	<b>\$ 177,000.00</b>	<b>113.63%</b>	<b>\$ 320,000.00</b>
<b>TOTAL TR- EXPENSES</b>	<b>\$ 385,853.89</b>	<b>\$ 648,074.22</b>	<b>\$ 491,852.11</b>	<b>\$ 789,329.87</b>	<b>\$ 749,691.71</b>	<b>\$ 1,200,000.00</b>	<b>62.47%</b>	<b>\$ 1,228,700.00</b>

Friedman Memorial Airport  
Budget (OPERATIONAL)  
October 2015 through March 2016

	FY '14		FY '15		FY '16		FY '17	
	4-Oct-'13 - Mar '14	Year End	Oct '14 - Mar '15	Year End	Oct '15 - Mar '16	Budget	\$ Over Budget	% of Budget
<b>"C" EXPENSES</b>								
7000-00 - MISC. CAPITAL EXPENDITURES								
7000-01 - Contingency	\$ 19,064.00	\$ 3,201.67			\$ 20,000.00			0.00%
7000-04 - Office Equip. - Telephone	\$ 1,862.09	\$ 1,862.09	\$ 5,525.82	\$ 19,088.93	\$ 37,395.30			20.00%
7000-05 - Computer Equipment/Software	\$ 157.05	\$ 33,142.31	\$ 5,845.00	\$ 5,845.00				
7000-08 - ATC Equipment					\$ 1,000.00			
7000-14 - Retrofit Kit - Broom					\$ 2,200.00			
7000-17 - Battery Jump Kit Lrg. System					\$ 10,000.00			
7000-18 - Sweeper Brushes					\$ 20,000.00			
7000-19 - Fork Lift					\$ 8,000.00			
7000-20 - Sweeper Axles (Brushes)					\$ 6,000.00			
7000-21 - Truck Spreader					\$ 200,000.00			
7000-22 - Airline Ticketing Office Improvements					\$ 8,000.00			
7000-23 - SRE Equipment					\$ 200,000.00			
7000-24 - ARFF Equipment					\$ 6,000.00			
7000-28 - Licensed Vehicles	\$ 26,555.55	\$ 29,255.62	\$ 5,294.36		\$ 300,000.00			
7000-33 - Passenger Terminal Carpet					\$ 80,500.00			
7000-34 - Security Upgrades/Equipment								
7000-36 - Drivers Training Software	\$ 9,850.00	\$ 7,765.08						
7000-39 - Air Passenger Terminal - Interior Paint	\$ 6,850.00	\$ 6,850.00						
7000-41 - Terminal Air Serv. Support	\$ 52,639.70	\$ 53,644.05						
7000-43 - Parking Lot Improvements								
7000-47 - AOB Improvements								
7000-52 - Tool/Equipment								
7000-53 - Terminal Concession								
<b>Total 7000-00 - MISC. CAPITAL EXPENDITURES</b>	\$ 97,894.39	\$ 145,448.07	\$ 16,765.18	\$ 45,190.88	\$ 242,200.00	\$ (229,345.79)		17.7%
<b>TOTAL "C" EXPENDITURES</b>	\$ 97,894.39	\$ 145,448.07	\$ 16,765.18	\$ 45,190.88	\$ 242,200.00	\$ (229,345.79)		17.32%
<b>TOTAL EXPENSE ("A", "B" &amp; "C")</b>	\$ 1,004,905.39	\$ 2,018,520.22	\$ 1,181,913.53	\$ 2,229,409.34	\$ 2,703,200.01	\$ (11,877,554.87)		53.71%
<b>TOTAL INCOME</b>	\$ 1,000,186.99	\$ 2,470,778.71	\$ 1,220,099.44	\$ 2,885,885.88	\$ 2,954,688.74	\$ (1,447,278.16)		51.6%
<b>NET INCOME</b>	\$ (4,717.39)	\$ 451,869.49	\$ 38,185.91	\$ 437,286.55	\$ 248,700.73	\$ (248,733.89)		0.22%

NOTE: Operational Revenue total is different to actuals as indicated by asterisk in proposed budget.



Friedman Memorial Airport  
Rates & Charges Schedule  
10/01/16 - 09/30/17

Description	Billing Cycle/ Unit	Current Rate	Proposed Rate	Rate Established/ Revised	Approved/ Not Approved
<b>Auto Parking - Passenger Terminal</b>					
0 to 1/2 Hr.	Hour	\$0.00	No Change	06/05/02	
1/2 Hr. - 1 1/2 Hrs.	Hour	\$2.00	No Change	06/05/02	
1 1/2 Hrs. - 2 Hrs.	Hour	\$3.00	No Change	08/03/04	
2 Hrs. to 2 1/2 Hrs.	Hour	\$4.00	No Change	08/03/04	
2 1/2 Hrs. - 3 Hrs.	Hour	\$5.00	No Change	08/03/04	
3 Hrs. - 24 Hrs.	Hour	\$9.00	\$10.00	08/05/14	
Monthly - Lower Lot (prearranged)	Monthly	\$140.00	No Change	08/05/14	
<b>Auto Parking - Auto Rental Overflow</b>					
<b>SW Terminal &amp; Former Access Rd.</b>					
Prearranged	Monthly	\$1,500.00	No Change	08/03/10	
Prearranged	Annual	\$14,000.00	No Change	08/06/13	
<b>Advertising</b>					
<b>WiFi Sponsorship</b>	Annual	N/A	\$5,200.00		
<b>Framed Poster 2 x 3</b>					
Premier Location	Annual	\$2,400.00	\$3,600.00	08/03/10	
Superior Location	Annual	\$2,100.00	\$3,240.00	08/03/10	
Standard Location	Annual	\$1,800.00	\$2,400.00	08/01/06	
Basic Location	Annual	\$1,200.00	\$1,800.00	08/03/10	
Budget Location	Annual	\$900.00	\$1,200.00	08/03/10	
<b>Wall Display</b>					
Small	Annual	\$3,600.00	\$3,300.00	08/03/10	
Large	Annual	\$4,800.00	\$4,500.00	08/03/10	
Premium Floor Display Case	Annual	\$6,000.00	No Change	08/03/10	
<b>Courtesy Phones</b>					
8"x10"	Annual	\$450.00	No Change	08/01/06	
8" x 21 1/2"	Annual	\$900.00	No Change	08/01/06	
24" x 24"	Annual	\$1,200.00	No Change	08/03/10	
26" x 67"	Annual	\$1,920.00	No Change	08/03/10	
<b>Brochure Rack</b>					
Self-Stocked	Annual	\$120.00	\$150.00	08/03/10	
Self-Stocked	Monthly	\$15.00	No Change	08/03/10	
Full-Service	Annual	\$300.00	No Change	08/01/06	
<b>Discount Organizations</b>					
Non-Profit	Monthly	50% Discount	15% Discount	08/03/10	
Ad Agency	Monthly	15% Discount	No Change	08/03/10	
<b>Ground Transportation Service Providers</b>					
Application Processing Fee	Annual	\$200.00	No Change	08/01/06	
Vehicle Permit (15 or less passengers)	Each Veh./Month	\$400.00	No Change	08/01/06	
Vehicle Permit (16 or more passengers)	Each Veh./Month	\$600.00	No Change	08/04/11	
Application Change Fee NOTE: Permits being transferred to same vehicle due to windshield replacement are not subject to Change Fee if permit is returned	Each	\$100.00	No Change	08/01/06	
Permitted Vehicle Fee (courtesy veh. exempt)	Each Veh./Month	\$20.00	No Change	08/04/11	



**Friedman Memorial Airport  
Rates & Charges Schedule  
10/01/16 - 09/30/17**

Description	Billing Cycle/ Unit	Current Rate	Proposed Rate	Rate Established/ Revised	Approved/ Not Approved
<b>Landing Fees</b>					
Signatory - A/C over 6,000 lbs. mtow	per 1,000 lbs.	\$1.60	\$1.75	08/05/14	
Non-Signatory - A/C Design Group A/B I-II over 6,000 lbs. mtow	per 1,000 lbs.	\$2.50	\$2.75	08/05/14	
Non-Signatory - A/C Design Group C/D I-II	per 1,000 lbs.	\$3.25	\$3.60	08/05/14	
Non-Signatory - A/C Design Group C-III	per 1,000 lbs.	\$4.00	\$4.40	08/05/14	
<b>Fuel Flowage</b>					
AvGas	per Gallon	\$0.10	\$0.12	08/04/11	
JetA	per Gallon	\$0.12	\$0.15	08/04/11	
<b>Tiedown - Based</b>					
Single	Annual	\$495.00	No Change	08/03/10	
Lights	Annual	\$742.50	No Change	08/05/14	
Lights/Power	Annual	\$990.00	No Change	08/05/14	
Twin	Annual	\$706.00	No Change	08/03/10	
Lights	Annual	\$1,113.75	No Change	08/05/14	
Lights/Power	Annual	\$1,412.00	No Change	08/05/14	
Sublease	Annual	\$100.00	No Change	08/01/06	
Change/Cancellation	Each Occurrence	\$100.00	No Change	08/03/10	
Permit Deposit	Per Permit	\$100.00	No Change	08/03/10	
Unpermitted/Unauthorized Auto Parking	Each Occurrence	\$55.00 plus daily auto parking fees	No Change	08/01/06	
<b>Tiedown - Transient</b>					
<b>Single Prop</b>					
Piston	Nightly	\$15.00	No Change	09/06/13	
Turbo	Nightly	\$75.00	No Change	09/06/13	
<b>Twin Prop</b>					
Piston	Nightly	\$37.50	No Change	09/06/13	
Turbo	Nightly	\$87.50	No Change	09/06/13	
<b>Jets</b>					
Less than 10,000 lbs. mtow	Nightly	\$90.00	No Change	08/05/14	
10,001 - 15,000 lbs. mtow	Nightly	\$115.00	No Change	08/05/14	
15,001 - 45,000 lbs. mtow	Nightly	\$175.00	No Change	08/05/14	
45,001 - 75,000 lbs. mtow	Nightly	\$300.00	No Change	08/05/14	
75,001 lbs. and over mtow	Nightly	\$400.00	No Change	08/05/14	
<b>Helicopters</b>					
Less than 4,000 lbs. mtow	Nightly	\$70.00	No Change	08/06/13	
4,001 - 6,000 lbs. mtow	Nightly	\$100.00	No Change	08/06/13	
6,001 and over mtow	Nightly	\$200.00	No Change	08/06/13	
<b>Security/Airport Identification</b>					
<b>Airport Identification Badge (AIB) - AOA</b>					
Setup (Includes Sys. Maint. Thru Sept. 30) (not collected from badges issued after Aug. of the same year)	Each Occurrence	\$80.00	No Change	08/06/13	
Renewal	Annual	\$40.00	No Change	08/07/07	
Reactivation - Involuntary Suspension and/or Security Infraction	Each Occurrence	\$50.00	No Change	08/06/13	
	Each	\$40.00	No Change	08/04/11	
AOA Lost/Unreturned/Unaccounted For	Each Occurrence	\$500.00	No Change	08/04/15	

**Friedman Memorial Airport  
Rates & Charges Schedule  
10/01/16 - 09/30/17**

Description	Billing Cycle/ Unit	Current Rate	Proposed Rate	Rate Established/ Revised	Approved/ Not Approved
<b>Security/Airport Identification, Cont.</b>					
<b>Airport Identification Badge (AIB) - SIDA</b>					
Setup (Includes Sys. Maint. Thru Sept. 30)	Each Occurrence	\$120.00	No Change	08/05/14	
System Maintenance (not collected from badges issued after Aug. of the same year)	Annual	\$60.00	No Change	08/07/07	
Renewal	Each Occurrence	\$60.00	No Change	08/07/07	
CHRC - Criminal History Record Check	Each Occurrence	\$50.00	No Change	08/07/07	
Reactivation - Involuntary Suspension and/or Security Infraction	Each Occurrence	\$60.00	No Change	08/07/07	
<b>Broken Badge</b>					
1st Replacement	Annual	\$0.00	No Change	08/07/07	
Additional Replacements	Annual	\$40.00	No Change	08/07/07	
Additional Replacements	Each Occurrence	\$40.00	No Change	08/07/07	
Unreturned/Lost or Unaccounted Keys	Each Occurrence	\$150.00	\$500.00	08/04/15	
Training - Airport Infraction	Each Occurrence	\$150.00	No Change	10/01/12	
<b>Miscellaneous Fees</b>					
Copies	0.25 or direct cost	No Change	09/06/13	9/6/2013	

PASSED AND ADOPTED BY THE FRIEDMAN MEMORIAL AIRPORT AUTHORITY this 2nd day of August, 2016.

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

By: Ronald Fairfax, Chairman