

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

PLEASE TAKE NOTICE that a regular meeting of the Friedman Memorial Airport Authority shall be held Tuesday, November 7, 2017 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
November 7, 2017**

- I. APPROVE AGENDA**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. October 3, 2017 Regular Meeting – Motion to Approve – Attachment #1 ACTION
- IV. REPORTS**
 - A. Chairman Report DISCUSSION
 - B. Blaine County Report DISCUSSION
 - C. City of Hailey Report DISCUSSION
 - D. Airport Manager Report DISCUSSION
 - E. Fly Sun Valley Alliance Report DISCUSSION
- V. AIRPORT STAFF BRIEF (5 Minutes Allotted)**
 - A. Noise Complaints
 - B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data – Attachments #2 – #4
 - C. Airport Commercial Flight Interruptions (unofficial)
 - D. Review Correspondence – Attachment #5
- VI. CONTINUING BUSINESS**
 - A. CONSTRUCTION and CAPITAL Projects
 - a. Terminal Air Carrier Apron and Parking Lot Improvements - Update DISCUSSION
 - B. AIRPORT PLANNING Projects
 - a. Environmental Assessment Runway Protection Zone Approach Protection and Planning – Update – Attachment #6 DISCUSSION
 - C. MISC.
 - a. Parking Lot Management Negotiation – Update DISCUSSION
 - b. Communications Services RFQ - Update DISCUSSION
 - c. **ACTION:** Disadvantaged Business Enterprise (DBE) Program Policy Statement (49 CFR Part 26 Construction) – Consider Execution of Policy – Attachment #7 DISCUSSION/PUBLIC COMMENT/ACTION
 - d. FMAA Amended Regulation No. 94-1 Revision – Attachment #8 DISCUSSION
- VII. NEW BUSINESS**
 - A. Consent Agenda – Consider adding to FMAA Meeting Agenda 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
 - I.C. §74-206 (f) To communicate with legal counsel to discuss legal ramifications for controversy imminently likely to be litigated
- X. ADJOURNMENT**

III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:

A. October 3, 2017 Regular Meeting – Motion to Approve - Attachment #1

BOARD ACTION: 1. Action

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. 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

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT	ACTION/RESPONSE
Gimlet	10/3/2017	12:30 p.m.	prop	Flew low over Gimlet area.	Military trainer Beechcraft T34 Mentor did a touch and go to the south then left our airspace. Tried but unable to contact crew. Caller advised return call was not necessary.
Little Indio	10/14/2017	12:37 p.m.	prop	Military aircraft flew low over Carbonate.	C-130 from Montana Air National Guard performed pass over the airport to the north on its way to air show at Boise airport. Crew called and spoke with Ops Manager earlier that morning to advise of the desired operation and was advised of our noise abatement program. The crew chose to fly anyway. Caller advised return call not necessary.
Bellevue	10/12/2017	6:18 p.m.	prop	Very loud plane flew over his house and woke him up from his nap.	Unable to verify anything out of the ordinary.

B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data - Attachments #2 - #4

Attachment #2 is Friedman Memorial Airport Profit & Loss Budget vs. Actual. **Attachment #3** is 2001 - 2017 ATCT Traffic Operations data comparison by month. **Attachment #4** is 2017 Enplanement, Deplanement and Seat Occupancy data.

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

August 2016/2017

Total Non-Federal Revenue	August 2017	\$396,488.20
Total Non-Federal Revenue	August 2016	\$332,919.77
Total Non-Federal Revenue	FY '17 thru August	\$3,082,377.12
Total Non-Federal Revenue	FY '16 thru August	\$2,911,251.02
Total Non-Federal Expenses	August, 2017	\$195,590.53
Total Non-Federal Expenses	August, 2016	\$209,163.09
Total Non-Federal Expenses	FY '17 thru August	\$2,479,027.59
Total Non-Federal Expenses	FY '16 thru August	\$2,495,429.45
Net Income to include Federal Programs	FY '17 thru August	\$577,989.21
Net Income to include Federal Programs	FY '16 thru August	\$-684,429.23

C. Airport Commercial Flight Interruptions (unofficial):

AIRLINE	FLIGHT CANCELLATIONS	FLIGHT DIVERSIONS
September 26 through Nov. 1		
Alaska Airlines	None	None
Delta	None	None
United	None	None

D. Review Correspondence – Attachment #5

Attachment #5 is information included for Board review.

VI. CONTINUING BUSINESS

A. CONSTRUCTION and CAPITAL Projects

a. Terminal Air Carrier Apron and Parking Lot Improvements - Update

Work on the main construction project is scheduled to begin as soon as weather allows in Spring 2018. In the near term, relocation of utilities (power, telephone and gas) is scheduled to take place by mid-November. This work will be done by a contractor(s) employed by the utilities.

In addition, Staff and consultants are meeting with Idaho Materials and Construction on November 2 to discuss the construction schedule for the apron and parking lot work to ensure that the project goes as smoothly as possible.

Finally, Staff and consultants will be conducting a “design charrette” with stakeholders for the parking lot improvements. Stakeholders participating in the charrette include Staff, T-O Engineers staff, our parking lot consultant, ground transportation service providers, rental car companies, Mountain Rides, and the parking lot management company. The goal of this exercise is to provide information on project details and solicit input from the stakeholders to incorporate into the final design to improve overall use and efficiency of the parking lot.

A short briefing about the stakeholder charrette will be provided to the Board.

BOARD ACTION: 1. Discussion

B. AIRPORT PLANNING PROJECTS

a. Environmental Assessment Runway Protection Zone/Approach Protection and Planning - Update – Attachment #6

The Environmental Assessment (EA) is still on schedule. The cultural resources survey, biological survey and wetland delineation are complete. Chapters 1-3 (Background, Purpose and Need and Alternatives Analysis) of the EA are complete in draft form and have been reviewed by Staff and were submitted for FAA review.

Chapters 1-3 are included at **Attachment #6**, for review by the Board prior to the December meeting. Draft Chapter 4 (Affected Environment and Environmental Consequences) is taking longer than expected but is expected to be finalized and submitted for Staff and FAA review by November 13. With the Board’s approval, Staff will post draft Chapter 4 to our project website and provide a copy to the Board for review as soon as it is received by the consultant.

Staff will be seeking discussion and comment from the Board regarding the draft chapters at the December meeting. Also, any substantive comments received from the FAA based on their review prior to the December meeting will be brought to the Board’s attention. Further, a public meeting for the EA will be scheduled once FAA approves the preliminary documents. Review of the cultural resources report by the Idaho State Historical Preservation Office must be completed before the public meeting and comment period, as well.

BOARD ACTION: 1. Discussion

C. MISC.

a. Parking Lot Management Negotiation – Update

In the September Board Meeting, the Board approved the Finance/Lease Committee's recommendation to enter into contract negotiations with The Car Park as the Airport's parking lot management company. With the assistance of Chris Johnson, C.A. Johnson Consulting, the Finance/Lease Committee, Staff and airport legal counsel we prepared and presented a draft contract for The Car Park to consider. The Board can anticipate a follow up and, depending on the status of the negotiations, a request for approval of the proposed contract negotiation in the December meeting.

BOARD ACTION: 1. Discussion

b. Communications Services RFQ – Update

The communications selection committee has yet to meet to discuss the communications selection process. A meeting is anticipated in November and an update to the Board at the December meeting is expected at that time. No detailed discussion is expected at this meeting.

BOARD ACTION: 1. Discussion

c. ACTION: Disadvantages Business Enterprise (DBE) Program Policy Statement (49CFR Part 26 Construction) – Consider Execution of Policy Statement – Attachment #7

Last month staff requested authorization from the Board to sign and distribute the Policy Statement associated with the airport's construction DBE program in accordance with U.S. Department of Transportation, 49 CFR Part 26. There was discussion by the Board regarding the Policy Statement and the overall Program document referencing "Friedman Memorial Airport" rather than Friedman Memorial Airport Authority (FMAA).

Per your direction at the October meeting, the entire Program document was revised to ensure it references FMAA, as appropriate. Staff also requested airport legal counsel complete a full review of the Program document. The entire Program document was sent to the Board via email on Oct. 26 for advance review.

As a reminder, The Program and Policy Statement ensures that DBEs, as defined in part 26, have an equal opportunity to receive and participate in DOT assisted contracts. This is a housekeeping item that is required by the FAA as part of FMAA's sponsor obligations and grant assurance as a recipient of FAA federal funds.

Staff revised the policy statement to reflect Friedman Memorial Airport Authority as the organization and signer. Staff is asking for Board approval for the Board Chairman to sign the Policy Statement as included in the packet.

BOARD ACTION: 1. Discussion/Public Comment/Action
Staff is requesting authorization for the Chairman to sign and Staff to distribute the Policy Statement.

d. FMAA Amended Regulation No. 94-1 Revision – Attachment #8

FMAA Amended Regulation No. 94-1 governs and regulates ground transportation and baggage transport services at the airport. The Regulation has not been reviewed or updated since 2011. Taking into consideration comments received during the August stakeholders meeting and operational considerations, Staff and airport legal counsel have proposed updates to the Regulation for Board consideration. The proposed revisions address the different categories of ground transportation services and provides better clarifications of each categories responsibilities.

Once approved by the Board, the process for formal adoption will be begin, including two readings at subsequent Board meetings.

BOARD ACTION: 1. Discussion

VII. NEW BUSINESS

A. Consent Agenda – Consider adding to FMAA Meeting Agenda

In an effort to streamline FMAA meetings, airport legal counsel has made a suggestion that the Board consider the use of a consent agenda. Counsel would like to have a discussion with the Board to gauge your interest in implementing this mechanism.

BOARD ACTION: 1. Discussion/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**
- I.C. §74-206 (f) To communicate with legal counsel to discuss legal ramifications for controversy imminently likely to be litigated**

X. ADJOURNMENT

**MINUTES OF A REGULAR MEETING ATTACHMENT 1
OF THE
FRIEDMAN MEMORIAL AIRPORT AUTHORITY***

**October 3, 2017
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chairman – Don Keirn, Vice-Chairman – Jacob Greenberg, Secretary - Lawrence Schoen, Treasurer – Ron Fairfax, Board - Fritz Haemmerle, Angenie McCleary, Pat Cooley
FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Chris Pomeroy, Contracts/Finance Administrator – Lisa Emerick, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Airport Operations Manager – Todd Emerick; Administrative Assistant/Alternate Security Coordinator – Roberta Christensen, Administrative Assistant – Cecilia Vega; Administrative Assistant/IT Systems Maintenance Coordinator – April Matlock
CONSULTANTS: T-O Engineers – Dave Mitchell; Centerlyne – Candace Crew
AIRPORT TENANTS/PUBLIC: Comp Plan – Len Harlig; FHR – Marc Reinemann; FSVA – Carol Waller; Bill Rae, Hailey
AIRPORT LEGAL COUNSEL: Lawson Laski Clark & Pogue, PLLC – Jim Laski

CALL TO ORDER:

The meeting was called to order at 5:30 p.m. by Chairman Keirn.

I. APPROVE AGENDA

The agenda was approved as presented.

II. PUBLIC COMMENT

No public comment was made.

**III. APPROVE FMAA
MEETING MINUTES**

A. September 5, 2017 Regular Meeting (See Brief)

The September 5, 2017 Friedman Memorial Airport Authority Meeting Minutes were approved as presented.

MOTION:

Made by Board Member Haemmerle to approve the September 5, 2017 Friedman Memorial Airport Authority Regular Meeting Minutes as presented. Seconded by Board Member Cooley.

PASSED UNANIMOUSLY

IV. REPORTS

A. Chairman Report

No report was given.

B. Blaine County Report

No report was given.

C. City of Hailey Report

No report was given.

D. Airport Manager Report (See Power Point Presentation)

Airport Manager Pomeroy reported on the following:

- GNS Consultant, Matt King, informed Airport Manager Pomeroy that he would no longer be able to assist the Airport with the instrument approach procedure project as he plans to eventually phase out of this area and focus on different endeavors. Airport Manager Pomeroy voiced his disappointment and commented that he will research options to complete the project.
- A tenant-manager Snow Meeting with primary stakeholders has been scheduled for October 12, 2017.
- Airport Manager Pomeroy was recently contacted by a vendor who is interested in proposing a new remote tower concept technology at FMA.
- Airport Manager Pomeroy attended the NWAAAE conference in Eugene, OR and reported that important topics were brought up that will be relayed to Airport Management Staff.
- Financial audit data review is underway in anticipation of the annual financial audit that will occur in mid-November.
- The noise modeling data collection has been completed and will be presented to the Board at the November Board meeting.
- The Rates & Charges draft being prepared by Ricondo & Associates will be presented to the Board at the November Board Meeting.

Board Member Schoen inquired about the topics to be discussed at the Tenant Snow Meeting.

Airport Manager Pomeroy answered that the meeting will include discussion regarding past experiences, improvements, and new operations for snow removal.

Board Member Schoen asked what happens to the current tower protocols and airport tower employees if the Board proceed with installing of a remote tower technology.

Airport Manager Pomeroy answered the FAA's ATCT will remain operational throughout the installation and once the technology is installed and operational, the tower employees receive training and continue their function.

Board Member Fairfax exposed his support of the remote tower since the Airport has limited options for a location to relocate the ATCT.

E. Communications Director Report

No report was given.

F. Fly Sun Valley Alliance Report

Ms. Carol Waller, FSVA Director, reported that preparations for the winter season are well underway. FSVA will begin conducting the passenger survey in November and minor modifications to the questions are anticipated.

V. AIRPORT STAFF BRIEF

A. Noise Complaints (See Brief)

B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data (See Brief)

C. Airport Commercial Flight Interruptions (See Brief)

D. Review Correspondence (See Brief)

VI. OLD BUSINESS

A. CONSTRUCTION and CAPITAL Projects

a. Runway Pavement Maintenance (See Brief & PPT)

Airport Manager Pomeroy informed the Board that the Runway Pavement Maintenance project had to be rescheduled due to a conflict with the contractor's schedule and weather. The project has been rescheduled for spring, 2018. He expects a one, to two and a half day closure in addition to rolling closures to reduce impact to air carriers and general aviation.

Board Member Schoen requested that the rescheduled closure avoid the week before Memorial Day weekend.

Airport Manager Pomeroy responded that he will seek event information from hotels in the area before scheduling the project to ensure that local events are not impacted.

b. Terminal Air Carrier Apron and Parking Lot Improvements (See Brief & PPT)

i. Update

Airport Manager Pomeroy reported that the Helena ADO Manager, Chuck Garrison delivered the Grant Agreement for AIP 43 Runway Rehabilitation, Snow Removal Equipment, and Apron Expansion during his visit to the Airport last month. The Grant was accepted, executed and returned to Mr. Garrison the same day. He also reported that the Notice of Award to Idaho Materials and Construction has been issued with a projected commencement date for spring, 2018. He relayed that the utilities were on schedule to be relocated this fall to facilitate the start date in the spring.

ii. Consider Approval of T-O Work Order Bidding and Construction Service

Airport Manager Pomeroy requested the Board's approval for T-O Engineer Work Order 17-07 for Terminal Air Carrier Apron Expansion Bidding and Construction Services that entails the design of the north exit alternative, bidding assistance, construction administration and inspection as well as other related services. Airport Manager Pomeroy commented that upon the Board's approval, the executed work order will be sent to the FAA.

Chairman Keirn opened the discussion for public comment.

No public comment was made.

MOTION:

Made by Board Member McCleary to approve T-O Engineer Work Order 17-07 in the amount not to exceed \$382,443.20 and authorize the Chair to execute the work order. Seconded by Board Member Fairfax.

PASSED UNANIMOUSLY

B. AIRPORT PLANNING Projects

a. Environmental Assessment Runway Protection Zone/Approach Protection and Planning – Update (See Brief & PPT)

Airport Manager Pomeroy briefed the Board on the status of the Environmental Assessment Project and its projected timeline for completion. The Board should expect a draft in November.

C. MISC.

a. Parking Lot Management Contract

Airport Manager Pomeroy briefed the Board on the status of the Parking Lot Management Agreement and informed them that a draft of the Agreement was forthcoming, a Finance Committee meeting has been scheduled for October 11, 2017 to review the agreement.

b. Communications Services RFP

Airport Manager Pomeroy updated the Board on the Communications Services RFQ and informed them that a draft plan outline has been completed and submitted to the FMAA RFP Committee for review. He anticipates a selection timeframe of November or December, pending Airport Staff and Committee coordination.

VII. NEW BUSINESS

A. Disadvantaged Business Enterprise (DBE) Program Policy Statement (49 CFR Part 26 Construction) Consider Execution of Policy

Airport Manager Pomeroy informed the Board that, in accordance with regulation 49 CFR Part 26 of the U.S. Department of Transportation (DOT) DBE Program, Staff has developed a policy statement that ensures that DBE's provide an equal opportunity for participation in construction opportunities at the Airport. Airport Manager Pomeroy requested that the Board authorize the Policy Statement for execution.

Board Member Schoen commented that the document does not indicate that the policy is for construction.

Airport Manager Pomeroy responded that the complete policy statement document mentions that it is a document that fulfills the DOT49 CFR Part 26 for Construction requirements.

Board Member McCleary commented that the policy statement references Friedman Memorial Airport as a policy holder and should reference Friedman Memorial Airport Authority.

Airport Manager Pomeroy agreed with Board Member McCleary's observation and responded that it will be updated to reflect Friedman Memorial Airport Authority as the policy holder.

B. FMAA Amended Regulation No. 94-1 Revision

Airport Manager Pomeroy informed the Board that Staff will be proposing amendments to the Ground Transportation Service Provider Regulation No. 94-1 in order to address current operations such as Uber and Lyft. These amendments will be presented at the November or December Board Meeting.

Board Member Schoen commented that this topic had been presented at the County Meeting and the Blaine County Commissioners feel that all ground transportation providers should be given equal opportunities.

C. November Meeting – Consideration of Date Change

Airport Manger Pomeroy requested that the Board disregard his petition for a date change for the November Meeting as he will be available for the regularly scheduled meeting on November 7th.

VIII. PUBLIC COMMENT

No public comment was made.

**IX. EXECUTIVE SESSION –
I.C. §74-206 (a)(c)(f)**

MOTION:

Made by Vice-Chairman Greenberg to enter into executive session pursuant to Idaho Code §74-206 paragraph (c) to acqulre an Interest In real property and paragraph (f) to communicate with legal counsel to discuss legal ramifications for controversy imminently likely to be litigated. Seconded by Board Member McCleary.

ROLL CALL VOTE:

<i>Chairman Fairfax</i>	Yes
<i>Vice-Chairman Keirn</i>	Yes
<i>Board Member Greenberg</i>	Yes
<i>Board Member Schoen</i>	Yes
<i>Board Member Haemmerle</i>	Yes
<i>Board Member McCleary</i>	Yes
<i>Board Member Cooley</i>	Yes

PASSED UNANIMOUSLY

X. ADJOURNMENT

The October 3, 2017 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 6:45 p.m.

Lawrence Schoen, Secretary

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

Friedman Memorial Airport Profit & Loss Budget vs. Actual (Combined '17) October 2016 through August 2017

	Oct '16 - Aug 17	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
4000-00 · AIRCARRIER				
4000-01 · Aircarrier - Lease Space	77,477.73	97,625.00	-20,147.27	79.4%
4000-02 · Aircarrier - Landing Fees	170,421.97	151,000.00	19,421.97	112.9%
4000-03 · Aircarrier - Gate Fees	1,100.00	2,200.00	-1,100.00	50.0%
4000-04 · Aircarrier - Utility Fees	18,050.15	16,000.00	2,050.15	112.8%
4000-05 · Aircarrier - Misc.	0.00	4,400.00	-4,400.00	0.0%
4010-07 · Aircarrier - '14 PFC App	353,841.24	324,000.00	29,841.24	109.2%
Total 4000-00 · AIRCARRIER	620,891.09	595,225.00	25,666.09	104.3%
4020-00 · TERMINAL AUTO PARKING REVENUE				
4020-01 · Automobile Parking - Terminal	236,542.62	223,500.00	13,042.62	105.8%
Total 4020-00 · TERMINAL AUTO PARKING REVENUE	236,542.62	223,500.00	13,042.62	105.8%
4030-00 · AUTO RENTAL REVENUE				
4030-01 · Automobile Rental - Commission	537,051.05	470,000.00	67,051.05	114.3%
4030-02 · Automobile Rental - Counter	24,517.02	24,750.00	-232.98	99.1%
4030-03 · Automobile Rental - Auto Prkng	62,545.76	60,250.00	2,295.76	103.8%
4030-04 · Automobile Rental - Utilities	4,573.53	2,292.00	2,281.53	199.5%
Total 4030-00 · AUTO RENTAL REVENUE	628,687.36	557,292.00	71,395.36	112.8%
4040-00 · TERMINAL CONCESSION REVENUE				
4040-01 · Terminal Shops - Commission	0.00	0.00	0.00	0.0%
4040-02 · Terminal Shops - Lease Space	12.00	0.00	12.00	100.0%
4040-03 · Terminal Shops - Utility Fees	1,252.45	0.00	1,252.45	100.0%
4040-10 · Advertising - Commission	47,341.00	44,600.00	2,741.00	106.1%
4040-11 · Vending Machines - Commission	14,947.10	14,500.00	447.10	103.1%
4040-12 · Terminal ATM	343.50	275.00	68.50	124.9%
Total 4040-00 · TERMINAL CONCESSION REVENUE	63,886.05	59,375.00	4,521.05	107.6%
4050-00 · FBO REVENUE				
4050-01 · FBO - Lease Space	211,767.51	222,500.00	-10,732.49	95.2%
4050-02 · FBO - Tiedown Fees	398,532.81	445,000.00	-46,467.19	89.6%
4050-03 · FBO - Landing Fees - Trans.	323,648.22	308,000.00	15,648.22	105.1%
4050-04 · FBO - Commission	23,972.62	17,000.00	6,972.62	141.0%
4050-07 · FBO - Miscellaneous	9,077.59	0.00	9,077.59	0.0%
Total 4050-00 · FBO REVENUE	966,998.75	992,500.00	-25,501.25	97.4%
4060-00 · FUEL FLOWAGE REVENUE				
4060-01 · Fuel Flowage - FBO	316,586.82	279,500.00	37,086.82	113.3%
Total 4060-00 · FUEL FLOWAGE REVENUE	316,586.82	279,500.00	37,086.82	113.3%
4070-00 · TRANSIENT LANDING FEES REVENUE				
4070-00 · TRANSIENT LANDING FEES REVENUE	316,586.82	279,500.00	37,086.82	113.3%

3:20 PM

10/24/17

Accrual Basis

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined '17)
 October 2016 through August 2017

	Oct '16 - Aug 17	Budget	\$ Over Budget	% of Budget
4070-02 · Landing Fees - Non-Comm./Gov't	218.82	500.00	-281.18	43.8%
Total 4070-00 · TRANSIENT LANDING FEES REVENUE	218.82	500.00	-281.18	43.8%
4080-00 · HANGAR REVENUE				
4080-01 · Land Lease - Hangar	454,377.69	438,000.00	16,377.69	103.7%
4080-02 · Land Lease - Hangar/Trans. Fee	9,688.15	5,050.00	4,638.15	191.8%
4080-03 · Hangar/Utilities (E8,11,24)	1,569.60	1,470.00	99.60	106.8%
Total 4080-00 · HANGAR REVENUE	465,635.44	444,520.00	21,115.44	104.8%
4090-00 · TIEDOWN PERMIT FEES REVENUE				
4090-01 · Tiedown Permit Fees (FMA)	10,642.17	10,500.00	142.17	101.4%
4090-02 · Tiedown - Gov. Fire Support	400.00			
Total 4090-00 · TIEDOWN PERMIT FEES REVENUE	11,042.17	10,500.00	542.17	105.2%
4100-00 · CARGO CARRIERS REVENUE				
4100-01 · Cargo Carriers - Landing Fees	9,115.41	12,000.00	-2,884.59	76.0%
4100-02 · Cargo Carriers - Tiedown	2,970.00	0.00	2,970.00	100.0%
Total 4100-00 · CARGO CARRIERS REVENUE	12,085.41	12,000.00	85.41	100.7%
4110-00 · MISCELLANEOUS REVENUE				
4110-01 · Misc. Revenue	13,355.87			
4110-05 · Misc. Incident/Accident	-5,801.25			
4110-06 · Misc. - Security-Prox. Cards	0.00	31,800.00	-31,800.00	0.0%
4110-09 · Miscellaneous Expense Reimburse	13,548.40			
Total 4110-00 · MISCELLANEOUS REVENUE	21,103.02	31,800.00	-10,696.98	66.4%
4120-00 · GROUND TRANSP. PERMIT REVENUE				
4120-01 · Ground Transportation Permit	14,550.00	13,500.00	1,050.00	107.8%
4120-02 · GTSP - Trip Fee	2,920.00	3,250.00	-330.00	89.8%
Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	17,470.00	16,750.00	720.00	104.3%
4400-00 · TSA/SECURITY				
4400-02 · Terminal Lease	37,001.25	37,030.00	-28.75	99.9%
4400-03 · Security Prox. Cards	34,962.00	0.00	34,962.00	100.0%
Total 4400-00 · TSA/SECURITY	71,963.25	37,030.00	34,933.25	194.3%
4500-00 · IDAHO STATE GRANT PROGRAM REV.				
4500-18 · SUN-18 SKW E-175 Certification	0.00	0.00	0.00	0.0%
Total 4500-00 · IDAHO STATE GRANT PROGRAM REV.	0.00	0.00	0.00	0.0%
4510-00 · DOT/Small Community Air Service				
4510-01 · Small Community Air Service	0.00	0.00	0.00	0.0%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined '17)
October 2016 through August 2017

	Oct '16 - Aug 17	Budget	\$ Over Budget	% of Budget
4510-02 · Small Community Air Serv. 2016	0.00	250,000.00	-250,000.00	0.0%
Total 4510-00 · DOT/Small Community Air Service	0.00	250,000.00	-250,000.00	0.0%
4520-00 · INTEREST REVENUE				
4520-07 · Interest Revenue - '14 PFC	16.04	0.00	16.04	100.0%
4600-00 · Interest Revenue - General	12,175.15	1,375.00	10,800.15	885.5%
Total 4520-00 · INTEREST REVENUE	12,191.19	1,375.00	10,816.19	886.6%
4742-00 · AIP 42 - Project Air Carr. Apr				
4742-01 · AIP '42 Air Carr. Apron	137,972.82	97,147.59	40,825.23	142.0%
Total 4742-00 · AIP 42 - Project Air Carr. Apr	137,972.82	97,147.59	40,825.23	142.0%
4743-00 · AIP 43 - Air Carrier /Pkg. Lot				
4743-01 · AIP 43 - Air Carrier/Pkg. Lot	226,482.01	0.00	226,482.01	100.0%
Total 4743-00 · AIP 43 - Air Carrier /Pkg. Lot	226,482.01	0.00	226,482.01	100.0%
4744-00 · AIP '44 RPZ Acquisition EA				
4744-01 · AIP '44 - RPZ Acquisition - EA	57,803.98			
Total 4744-00 · AIP '44 RPZ Acquisition EA	57,803.98			
Total Income	3,867,570.80	3,609,014.59	258,556.21	107.2%
Gross Profit	3,867,570.80	3,609,014.59	258,556.21	107.2%
Expense				
EXPENSES				
"A" EXPENSES				
5000-01 · Salaries - Airport Manager	126,273.41	143,825.00	-17,551.59	87.8%
5000-02 · Salaries - Assist. Airpt. Manag	0.00	74,375.00	-74,375.00	0.0%
5010-00 · Salaries -Contracts/Finance Adm	91,006.12	87,914.35	3,091.77	103.5%
5010-01 · Salaries - Office Assist.	180,192.77	173,253.63	6,939.14	104.0%
5020-00 · Salaries - ARFF/OPS Manager	88,752.81	87,914.35	838.46	101.0%
5030-00 · Salaries - ARFF/OPS Specialist	305,911.70	312,375.10	-6,463.40	97.9%
5040-00 · Salaries-ASC/Sp.Prjct./Ex. Assi	69,603.08	68,750.00	853.08	101.2%
5050-00 · Salaries-Seasonal-Snow Removal	23,099.50	38,000.00	-14,900.50	60.8%
5050-01 · Salaries - Seasonal - Arpt Host	3,570.00	0.00	3,570.00	100.0%
5050-02 · Salaries - Merit Increase	0.00	36,202.32	-36,202.32	0.0%
5060-01 · Overtime - General	60,438.29	1,000.00	-1,000.00	0.0%
5060-02 · Overtime - Snow Removal	0.00	20,000.00	-20,000.00	0.0%
5060-04 · OT - Security	0.00	5,000.00	-5,000.00	0.0%
5100-00 · Retirement	111,521.31	119,166.00	-7,644.69	93.6%
5110-00 · Social Security/Medicare	70,859.46	77,916.66	-7,057.20	90.9%
5120-00 · Life Insurance	1,425.19	1,557.50	-132.31	91.5%
5130-00 · Medical Insurance	142,323.56	192,500.00	-50,176.44	73.9%
5160-00 · Workman's Compensation	15,578.00	15,000.00	578.00	103.9%

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Accrual Basis

	Oct '16 - Aug 17	Budget	\$ Over Budget	% of Budget
5170-00 · Unemployment Claims	31.32			
Total "A" EXPENSES	1,290,586.52	1,454,749.91	-164,163.39	88.7%
"B" EXPENDITURES				
"B" EXPENSES - ADMINISTRATIVE				
6000-00 · TRAVEL EXPENSE				
6000-01 · Travel	15,386.07	11,000.00	4,386.07	139.9%
Total 6000-00 · TRAVEL EXPENSE	15,386.07	11,000.00	4,386.07	139.9%
6010-00 · SUPPLIES/EQUIPMENT EXPENSE				
6010-01 · Supplies - Office	8,511.73	8,000.00	511.73	106.4%
6010-03 · Supplies - Computer	3,043.36	4,000.00	-956.64	76.1%
Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE	11,555.09	12,000.00	-444.91	96.3%
6020-00 · INSURANCE				
6020-01 · Insurance - Liability	11,640.00	10,400.00	1,240.00	111.9%
6020-02 · Insurance - Public Officials	5,402.26	5,600.00	-197.74	96.5%
6020-03 · Insurance-Bldg./Unlic.Veh./Prop	40,615.60	40,500.00	115.60	100.3%
6020-04 · Insurance - Licensed Vehicles	4,673.00	7,000.00	-2,327.00	66.8%
Total 6020-00 · INSURANCE	62,330.86	63,500.00	-1,169.14	98.2%
6030-00 · UTILITIES				
6030-01 · Utilities - Gas/Terminal	15,164.89	19,000.00	-3,835.11	79.8%
6030-02 · Utilities - Gas/AOB & Cold Stor	7,294.13	9,500.00	-2,205.87	76.8%
6030-03 · Utilities - Elect./Runway&PAPI	7,189.54	6,400.00	789.54	112.3%
6030-04 · Utilities - Elec./AOB & Cold St	9,273.17	11,200.00	-1,926.83	82.8%
6030-05 · Utilities - Electric/Terminal	40,146.73	37,000.00	3,146.73	108.5%
6030-06 · Utilities - Telephone	14,453.85	11,500.00	2,953.85	125.7%
6030-07 · Utilities - Water	10,440.38	1,400.00	9,040.38	745.7%
6030-08 · Utilities - Garbage Removal	9,091.50	9,000.00	91.50	101.0%
6030-09 · Utilities - Sewer	3,292.85	3,700.00	-407.15	89.0%
6030-11 · Utilities - Electric/Tower	5,005.42	5,700.00	-694.58	87.8%
6030-12 · Utilities - Elec./Brdfrd.Hghl	405.58	640.00	-234.42	63.4%
6030-15 · Utilities - Elec/AWOS	2,885.74	2,750.00	135.74	104.9%
6030-16 · Utilities - Elec. Wind Cone	106.90	137.50	-30.60	77.7%
6030-17 · Utilities - Elec./Gas- Hangar	4,345.64	180.00	4,165.64	2,414.2%
Total 6030-00 · UTILITIES	129,096.32	118,107.50	10,988.82	109.3%
6040-00 · SERVICE PROVIDER				
6040-01 · Service Provider - General	0.00	2,015.00	-2,015.00	0.0%
6040-02 · Service Provider - Term. Serv.	5,441.29	825.00	4,616.29	659.6%
6040-03 · Service Provider - AOB Services	23,696.61	9,165.00	14,531.61	258.6%
6040-04 · Service Provider - Operations	15,022.00	0.00	15,022.00	100.0%
6040-05 · Service Provider - Internet Ter	0.00	1,650.00	-1,650.00	0.0%
6040-06 · Service Provider - SSI Movement	0.00	9,850.00	-9,850.00	0.0%

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	Oct '16 - Aug 17	Budget	\$ Over Budget	% of Budget
6040-07 · Serv. Provider - Security CMS	0.00	91,650.00	-91,650.00	0.0%
6040-08 · Service Provider - Part 139 Arp	0.00	3,000.00	-3,000.00	0.0%
6040-09 · Service Provider - Elec. Filing	0.00	12,650.00	-12,650.00	0.0%
6040-10 · Service Provider - Term. Flight	0.00	5,675.00	-5,675.00	0.0%
6040-11 · Service Provider - Term. Satell	0.00	5,500.00	-5,500.00	0.0%
6040-12 · Service Provider - Certif. Mana	0.00	915.00	-915.00	0.0%
Total 6040-00 · SERVICE PROVIDER	44,159.90	142,895.00	-98,735.10	30.9%
6050-00 · PROFESSIONAL SERVICES				
6050-01 · Professional Services - Legal	25,586.30	64,150.00	-38,563.70	39.9%
6050-02 · Professional Serv. - Audit/Fin	38,696.93	44,000.00	-5,303.07	87.9%
6050-03 · Professional Services - Engine	14,603.75	7,325.00	7,278.75	199.4%
6050-04 · Professional Services - ARFF	0.00	0.00	0.00	0.0%
6050-05 · Professional Services - Gen.	11,514.12	9,165.00	2,349.12	125.6%
6050-08 · Professional Services - Securit	0.00	3,665.00	-3,665.00	0.0%
6050-10 · Prof. Svcs.-IT/Comp. Support	11,446.25	22,915.00	-11,468.75	50.0%
6050-12 · Prof. Serv.- Planning Air Serv.	2,035.00	13,750.00	-11,715.00	14.8%
6050-13 · Prof. Serv.-Website Des.& Maint	7,657.78	1,825.00	5,832.78	419.6%
6050-15 · Prof. Serv.-Comm.Coord/Pub.Outr	7,110.18	18,325.00	-11,214.82	38.8%
6050-17 · Prof. Serv. - Alrspace Consult.	11,155.19	0.00	11,155.19	100.0%
Total 6050-00 · PROFESSIONAL SERVICES	129,805.50	185,120.00	-55,314.50	70.1%
6060-00 · MAINTENANCE-OFFICE EQUIPMENT				
6060-01 · Maint.-Office Equip./Gen.	23.09	0.00	23.09	100.0%
6060-04 · Maintenance - Copier	2,135.64	2,200.00	-64.36	97.1%
6060-05 · Maintenance - Phone	1,215.00	1,500.00	-285.00	81.0%
Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT	3,373.73	3,700.00	-326.27	91.2%
6070-00 · RENT/LEASE OFFICE EQUIPMENT				
6070-02 · Rent/Lease - Postage Meter	936.00	1,050.00	-114.00	89.1%
Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT	936.00	1,050.00	-114.00	89.1%
6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E				
6080-01 · Dues/Memberships/Publications	10,630.94	13,500.00	-2,869.06	78.7%
6080-04 · Airport Marketing	22,222.69	18,000.00	4,222.69	123.5%
6080-06 · Marketing - SCASDP	0.00	22,915.00	-22,915.00	0.0%
Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E	32,853.63	54,415.00	-21,561.37	60.4%
6090-00 · POSTAGE				
6090-01 · Postage/Courier Service	1,074.85	1,825.00	-750.15	58.9%
Total 6090-00 · POSTAGE	1,074.85	1,825.00	-750.15	58.9%
6100-00 · EDUCATION/TRAINING				
6100-01 · Education/Training - Admin.	5,110.00	13,750.00	-8,640.00	37.2%

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	Oct '16 - Aug 17	Budget	\$ Over Budget	% of Budget
6100-02 · Education/Training - OPS	2,111.00	3,500.00	-1,389.00	60.3%
6100-03 · Education/Training - ARFF	11,971.75	14,000.00	-2,028.25	85.5%
6100-04 · Ed/Train. - ARFF Trienn. Drill	4,495.39	3,000.00	1,495.39	149.8%
6100-05 · Education - Noise Abatement	1,432.53	9,165.00	-7,732.47	15.6%
6100-06 · Education - Security	0.00	9,165.00	-9,165.00	0.0%
6100-07 · Education - Public Outreach	4,763.07	0.00	4,763.07	100.0%
6100-08 · Education/Training - HFD Coop.	997.50	0.00	997.50	100.0%
Total 6100-00 · EDUCATION/TRAINING	30,881.24	52,580.00	-21,698.76	58.7%
6110-00 · CONTRACTS				
6110-01 · Contracts - General	708.35	0.00	708.35	100.0%
6110-02 · Contracts - F/MAA	38,500.00	38,500.00	0.00	100.0%
6110-03 · Contracts - FBO/Fee Collection	53,900.00	53,900.00	0.00	100.0%
6110-04 · Contracts - COH LEO	0.00	4,575.00	-4,575.00	0.0%
6110-05 · Contracts - Janitorial	0.00	45,400.00	-45,400.00	0.0%
6110-07 · Contracts - Snow Removal	0.00	25,000.00	-25,000.00	0.0%
6110-08 · Contracts - Eccles Tree Lights	47,500.00	30,000.00	17,500.00	158.3%
Total 6110-00 · CONTRACTS	140,608.35	197,375.00	-56,766.65	71.2%
6120-00 · PERMITS				
6120-01 · Permits - General	0.00	75.00	-75.00	0.0%
6120-02 · Permits - COH Impact Fee	0.00	9,165.00	-9,165.00	0.0%
Total 6120-00 · PERMITS	0.00	9,240.00	-9,240.00	0.0%
6130-00 · MISCELLANEOUS EXPENSES				
6130-01 · Misc. - General	10,403.00	8,500.00	1,903.00	122.4%
6140-00 · Bank Fees	318.31	2,750.00	-2,431.69	11.6%
Total 6130-00 · MISCELLANEOUS EXPENSES	10,721.31	11,250.00	-528.69	95.3%
Total "B" EXPENSES - ADMINISTRATIVE	612,782.85	864,057.50	-251,274.65	70.9%
"B" EXPENSES - OPERATIONAL				
6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS				
6500-01 · Supplies/Equipment - General	2,011.98	2,275.00	-263.02	88.4%
6500-02 · Supplies/Equipment - Tools	3,661.79	11,450.00	-7,788.21	32.0%
6500-03 · Supplies/Equipment - Clothing	2,363.20	10,000.00	-7,636.80	23.6%
6500-04 · Supplies/Equipment - Janitorial	15,085.39	18,350.00	-3,264.61	82.2%
6500-05 · Supplies/Equipment - Deice	0.00	40,000.00	-40,000.00	0.0%
6500-06 · Supplies/Equipment - ARFF	0.00	9,500.00	-9,500.00	0.0%
Total 6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS	23,122.36	91,575.00	-68,452.64	25.2%
6505-00 · EQUIP/VEHICLE - LEASE/RENTAL				
6505-01 · General	0.00	0.00	0.00	0.0%

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	Oct '16 - Aug 17	Budget	\$ Over Budget	% of Budget
Total 6505-00 - EQUIP/VEHICLE - LEASE/RENTAL	0.00	0.00	0.00	0.0%
6510-00 - FUEL/LUBRICANTS				
6510-01 - General	1,081.93	915.00	166.93	118.2%
6510-02 - Fuel	42,628.07	35,500.00	7,128.07	120.1%
6510-03 - Lubricants	2,096.95	3,000.00	-903.05	69.9%
Total 6510-00 - FUEL/LUBRICANTS	45,806.95	39,415.00	6,391.95	116.2%
6520-00 - VEHICLES/MAINTENANCE				
6520-01 - R/M Equipment - General	598.42	1,825.00	-1,225.58	32.8%
6520-06 - R/M Equip. - '85 Ford Dump	190.65	750.00	-559.35	25.4%
6520-08 - R/M Equip. - '96 Tiger Tractor	2,184.59	1,400.00	784.59	156.0%
6520-09 - R/M Equip. - '96 Oshkosh Swp.	2,470.60	2,700.00	-229.40	91.5%
6520-13 - R/M Equip. - Crafcoc Crack Fir.	0.00	800.00	-800.00	0.0%
6520-17 - R/M Equip. '01 Case 921 Ldr.	1,482.24	0.00	1,482.24	100.0%
6520-18 - R/M Equip. - '97 Chevy Blazer	43.14	300.00	-256.86	14.4%
6520-19 - R/M Equip. '02 Ford F-150 PU	392.25	850.00	-457.75	46.1%
6520-20 - R/M Equip. - '02 Kodiak Blower	1,503.36	800.00	703.36	187.9%
6520-24 - R/M Equip. - '01 Ford F-250	0.00	1,500.00	-1,500.00	0.0%
6520-25 - R/M Equip. - '04 Batts De-Ice	2,371.54	2,000.00	371.54	118.6%
6520-28 - R/M Equip. - '08 Case 621 Loader	480.00	2,250.00	-1,770.00	21.3%
6520-29 - R/M Equip. - '10 Waus Broom/Plow	14,612.08	4,850.00	9,762.08	301.3%
6520-30 - R/M Equip. - '05 Ford F-350	4,741.32	1,250.00	3,491.32	379.3%
6520-31 - R/M Equip. - '10 Oshkosh Blower	7,061.89	2,500.00	4,561.89	282.5%
6520-32 - R/M Equip. - '09 Mini Truck	74.70	500.00	-425.30	14.9%
6520-34 - R/M Equip. - '12 Case 921F Load	1,219.39	1,850.00	-630.61	65.9%
6520-35 - R/M Equip. - '14 Ford Explorer	704.78	400.00	304.78	176.2%
6520-37 - R/M Equip. - '15 Tool Cat	1,236.63	1,900.00	-663.37	65.1%
6520-38 - R/M Equip. - '15 Wausau Broom	1,751.02	3,000.00	-1,248.98	58.4%
6520-40 - R/M Equip. - '17 Ford-350 Super	1,772.81	0.00	1,772.81	100.0%
Total 6520-00 - VEHICLES/MAINTENANCE	44,892.21	31,525.00	13,367.21	142.4%
6530-00 - ARFF MAINTENANCE				
6530-01 - ARFF Maint. Gen/Supplies	15,412.14	2,000.00	13,412.14	770.6%
6530-03 - ARFF Maint. - '87 Oshkosh	268.28	2,000.00	-1,731.72	13.4%
6530-04 - ARFF Maint. - Radios	1,535.53	1,000.00	535.53	153.6%
6530-05 - ARFF MAInt. - '03 E-One	935.95	2,000.00	-1,064.05	46.8%
Total 6530-00 - ARFF MAINTENANCE	18,151.90	7,000.00	11,151.90	259.3%
6540-00 - REPAIRS/MAINTENANCE - BUILDING				
6540-01 - R/M Bldg. - General	508.97	250.00	258.97	203.6%
6540-02 - R/M Bldg. - Terminal	83,348.28	22,910.00	60,438.28	363.8%
6540-03 - R/M Bldg. - Terminal Concession	225.00	3,665.00	-3,440.00	6.1%
6540-04 - R/M Bldg. - Cold Storage	2,508.35	915.00	1,593.35	274.1%
6540-05 - R/M Bldg. - AOB/SHOP	11,376.84	3,665.00	7,711.84	310.4%
6540-06 - R/M Bldg. - Hangars	991.72	0.00	991.72	100.0%

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	Oct '16 - Aug 17	Budget	\$ Over Budget	% of Budget
6540-07 · R/M Bldg. - Tower	2,398.24	915.00	1,483.24	262.1%
6540-08 · R/M Bldg. - Parking Booth	1,611.68	455.00	1,156.68	354.2%
6540-09 · R/M Bldg. - Landscaping	0.00	3,665.00	-3,665.00	0.0%
Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING	102,969.08	36,440.00	66,529.08	282.6%
6550-00 · REPAIRS/MAINTENANCE - AIRSIDE				
6550-01 · R/M - General	1,240.32	500.00	740.32	248.1%
6550-02 · R/M - Airfield/Runway	87,580.28	9,500.00	78,080.28	921.9%
6550-03 · R/M - Runway	0.00	4,000.00	-4,000.00	0.0%
6550-04 · R/M - Lights	10,879.26	10,000.00	879.26	108.8%
6550-05 · R/M - Grounds	0.00	1,825.00	-1,825.00	0.0%
Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE	99,699.86	25,825.00	73,874.86	386.1%
6551-00 · REPAIRS/MAINTENANCE - LANDSIDE				
6551-01 · RM - General	0.00	0.00	0.00	0.0%
6551-02 · R/M - Parking Lot	798.45	0.00	798.45	100.0%
6551-03 · R/M - Landscaping	4,934.08	0.00	4,934.08	100.0%
Total 6551-00 · REPAIRS/MAINTENANCE - LANDSIDE	5,732.53	0.00	5,732.53	100.0%
6560-00 · SECURITY EXPENSE				
6560-01 · Security - General	36,202.87	45,825.00	-9,622.13	79.0%
6560-02 · Security - Law Enf. Offi. (LEO)	2,992.00	0.00	2,992.00	100.0%
6560-03 · Security - Subscription Licens.	39,100.00	0.00	39,100.00	100.0%
6560-04 · Security - Perim./Access/CCTV	5,663.76	0.00	5,663.76	0.0%
6560-06 · Security - Prof. Services/IT	0.00	0.00	0.00	0.0%
Total 6560-00 · SECURITY EXPENSE	83,958.63	45,825.00	38,133.63	183.2%
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU				
6570-01 · R/M Aeronautical Equip - NDB/DME	8,686.80	9,000.00	-313.20	96.5%
6570-02 · R/M Aeronautical Equip. - Tower	9,045.82	7,000.00	2,045.82	129.2%
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	8,746.80	9,000.00	-253.20	97.2%
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU	26,479.42	25,000.00	1,479.42	105.9%
Total "B" EXPENSES - OPERATIONAL	450,812.94	302,605.00	148,207.94	149.0%
Total "B" EXPENDITURES	1,063,595.79	1,166,662.50	-103,066.71	91.2%
"C" EXPENSES				
7001-00 · CAPITAL EXPENDITURES				
7001-0* · CONTINGENCY	0.00	0.00	0.00	0.0%
7001-02 · Buildings and Improvements	13,034.75	60,000.00	-46,965.25	21.7%
7001-03 · Airfield & General Improvements	2,705.58	0.00	2,705.58	0.0%
7001-04 · Office Equipment	0.00	3,000.00	-3,000.00	0.0%
7001-05 · Maintenance Equipment /Vehicle	105,620.14	84,175.00	21,445.14	125.5%
7001-06 · Assessments/Plans/Studies	14,640.00	15,000.00	-360.00	97.6%

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	Oct '16 - Aug 17	Budget	\$ Over Budget	% of Budget
7001-09 · Security Equipment	0.00	0.00	0.00	0.0%
Total 7001-00 · CAPITAL EXPENDITURES	136,000.47	162,175.00	-26,174.53	83.9%
7110-00 · DOT/SCADGP	13,248.74	250,000.00	-236,751.26	5.3%
Total 7110-00 · DOT/SCADGP	13,248.74	250,000.00	-236,751.26	5.3%
7500-00 · IDAHO STATE GRANT PROGRAM	0.00	0.00	0.00	0.0%
Total 7500-00 · IDAHO STATE GRANT PROGRAM	0.00	0.00	0.00	0.0%
7541-00 · AIP 41 SA Ph. III -Runway/Term.	0.00			
7541-01 · AIP 41	0.00			
7541-02 · AIP 41 - Non-Eligible	133,303.65			
7541-04 · AIP 41 - AIP FMA Portion	0.00			
7541-07 · AIP 41 RETAINER	9,375.00			
7541-08 · AIP 41 RETAINER PFC	624.99			
Total 7541-00 · AIP 41 SA Ph. III -Runway/Term.	143,303.64			
7542-00 · AIP 42 EXPENSE - AC Apron Dsgn	213,102.18	97,000.00	116,102.18	219.7%
7542-01 · AIP 42 - Eligible	0.00	6,500.00	-6,500.00	0.0%
7542-02 · AIP 42 Non-Eligible				
Total 7542-00 · AIP 42 EXPENSE - AC Apron Dsgn	213,102.18	103,500.00	109,602.18	205.9%
7543-00 · AIP 43 EXPENSE - Air Carr. Apr				
7543-01 · AIP 43 - AC Apron - Eligible	241,560.83	1,025,000.00	-783,419.17	23.6%
7543-02 · AIP 43 - Parking - Non-Eligibl	13,548.40	390,000.00	-376,451.60	3.5%
7543-05 · AIP 43 - Retainer - Eligible	-9,119.48			
7543-06 · AIP 43 - Non-Elig. Retainer	-677.42			
Total 7543-00 · AIP 43 EXPENSE - Air Carr. Apr	245,332.33	1,415,000.00	-1,169,667.67	17.3%
7544-00 · AIP 44 EXPENSE RPZ EA				
7544-01 · AIP 44 - Eligible	61,657.60			
Total 7544-00 · AIP 44 EXPENSE RPZ EA	61,657.60			
7545-00 · AIP 45 EXPENSE - RPZ Acq.				
7545-01 · AIP 45 - Eligible	69,607.50			
Total 7545-00 · AIP 45 EXPENSE - RPZ Acq.	69,607.50			
9001-00 · PFC 14-09-C-00-SUN				
9001-02 · PFC 14 Acquire SRE	416.25			
9001-03 · PFC 14 Master Plan	48,593.39	135,000.00	-86,406.61	36.0%
9001-15 · PFC 14 Rehab Terminal Bldg.	0.00			

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10/24/17

Accrual Basis

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (Combined '17)
October 2016 through August 2017

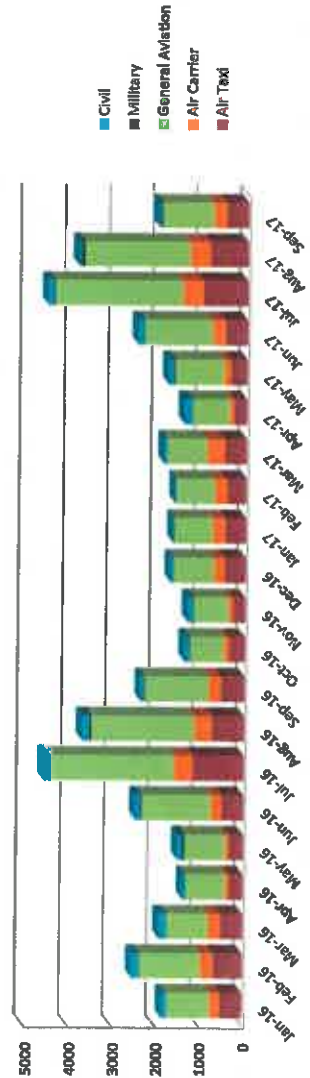
	Oct '16 - Aug 17	Budget	\$ Over Budget	% of Budget
9001-18 · PFC '14 Runway Rehabilitation	4,137.18			
Total 9001-00 · PFC 14-09-C-00-SUN	53,146.82	135,000.00	-81,853.18	39.4%
Total "C" EXPENSES	935,399.28	2,065,675.00	-1,130,275.72	45.3%
Total EXPENDITURES	3,289,581.59	4,687,087.41	-1,397,505.82	70.2%
Total Expense	3,289,581.59	4,687,087.41	-1,397,505.82	70.2%
Net Ordinary Income	577,989.21	-1,078,072.82	1,656,062.03	-53.6%
Net Income	577,989.21	-1,078,072.82	1,656,062.03	-53.6%

Friedman Memorial Airport
September 2017

ATCT Traffic Operations Record

Month	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
January	3,622	3,893	3,912	2,600	3,028	2,787	4,547	2,520	2,070	2,379	2,408	2,098	2,454	2,128	2,249	1,842	1,665
February	4,027	4,498	3,073	3,122	3,789	3,597	3,548	2,857	2,244	2,647	2,117	2,205	2,612	1,417	2,268	2,533	1,629
March	4,952	5,126	3,086	4,097	3,618	2,918	4,677	3,097	2,145	2,709	1,813	1,921	2,753	1,924	2,023	1,917	1,895
April	2,494	3,649	2,213	2,840	2,462	2,047	2,581	2,113	1,724	1,735	1,604	1,513	1,509	1,210	1,337	1,380	1,426
May	3,905	4,184	2,654	3,282	2,729	2,134	1,579	2,293	2,280	1,891	1,533	1,693	1,852	555	668	1,501	1,802
June	4,787	5,039	4,737	4,438	3,674	3,656	5,181	3,334	2,503	3,019	2,898	2,761	3,203	2,164	2,387	2,475	2,502
July	6,359	8,796	6,117	5,910	5,424	5,931	7,398	4,704	4,551	5,005	5,004	4,810	5,345	4,345	4,159	4,562	4,573
August	6,479	6,917	5,513	5,707	5,722	6,087	8,166	4,570	4,488	4,705	4,326	3,823	4,644	3,114	2,932	3,719	3,873
September	3,871	4,636	4,162	4,124	4,609	3,760	4,311	2,696	3,376	3,128	3,359	2,388	2,403	2,237	2,292	2,379	2,036
October	3,879	3,656	3,426	2,936	3,570	3,339	3,103	2,134	2,145	2,012	1,886	1,658	1,874	1,760	1,789	1,377	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	1,314	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	1,475	1,545	1,482	1,717	0
Totals	50,858	55,897	44,739	45,032	43,607	43,002	50,712	33,836	31,699	32,350	30,555	28,289	32,140	23,307	24,815	26,716	21,401

Operations
2016-2017
(Cumulative)



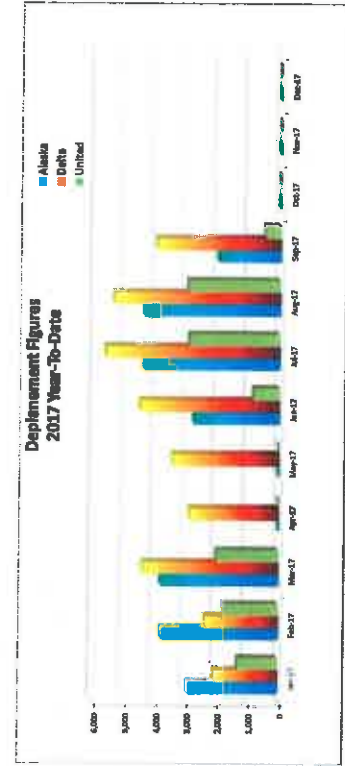
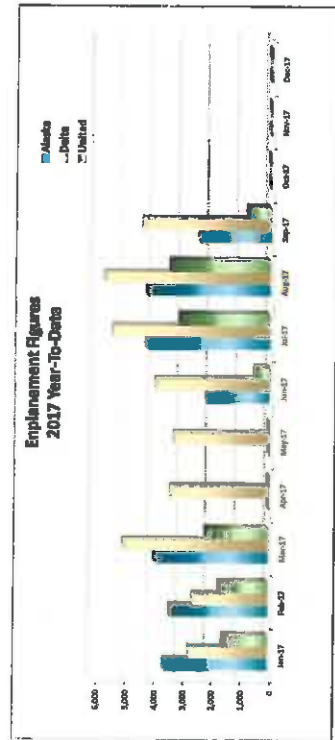
Friedman Memorial Airport
September 2017

2017 Enplanements												
Month	Alaska Airlines				Delta Airlines				United Airlines			
	Revenue	Non-Revenue	Total	Total % Change	Revenue	Non-Revenue	Total	Total % Change	Revenue	Non-Revenue	Total	Total % Change
Jan-17	3,461	75	3,536	3,232 9%	2,837	48	2,665	2,326 15%	1,492	27	1,519	1,197 27%
Feb-17	3,272	68	3,340	3,407 -2%	2,470	66	2,556	3,282 -22%	1,626	19	1,645	1,850 -11%
Mar-17	3,756	109	3,867	3,048 27%	4,820	124	4,944	4,023 23%	2,074	48	2,120	1,922 10%
Apr-17	0	0	0	0% 0%	3,231	108	3,339	3,327 0%	0	0	0	0 0%
May-17	0	0	0	0% 0%	3,121	114	3,235	2,735 18%	0	0	0	0 0%
Jun-17	2,058	47	2,105	1,893 11%	3,776	104	3,880	3,825 1%	454	19	473	289 56%
Jul-17	4,145	70	4,215	3,482 21%	5,282	97	5,379	4,984 8%	3,006	58	3,064	3,187 -4%
Aug-17	4,103	83	4,186	3,640 15%	5,582	72	5,654	5,196 9%	3,321	81	3,402	3,506 -3%
Sep-17	2,328	58	2,387	2,004 19%	4,270	60	4,350	4,443 -2%	742	21	763	819 -7%
Totals	23,126	610	23,636	20,716 14%	35,189	833	35,022	34,101 6%	12,718	271	12,986	12,760 2%

Legend for Chart:

2017 Deplanements												
Month	Alaska Airlines				Delta Airlines				United Airlines			
	Revenue	Non-Revenue	Total	Total % Change	Revenue	Non-Revenue	Total	Total % Change	Revenue	Non-Revenue	Total	Total % Change
Jan-17	2,822	60	2,902	2,589 12%	2,004	49	2,053	1,868 9%	1,238	38	1,276	790 62%
Feb-17	3,702	89	3,771	3,341 13%	2,283	51	2,344	3,148 -25%	1,729	30	1,759	1,787 -2%
Mar-17	3,700	100	3,800	3,033 25%	4,268	118	4,386	4,005 10%	1,951	31	1,982	1,868 7%
Apr-17	0	0	0	0% 0%	2,767	99	2,866	2,638 9%	0	0	0	0 0%
May-17	0	0	0	0% 0%	3,318	114	3,432	2,895 19%	0	0	0	0 0%
Jun-17	2,699	58	2,755	2,362 17%	4,408	88	4,496	4,257 6%	808	25	833	638 31%
Jul-17	4,302	77	4,379	3,740 17%	5,539	98	5,637	5,275 7%	2,869	52	2,921	3,198 -9%
Aug-17	4,270	89	4,359	3,743 16%	5,283	87	5,380	4,862 11%	2,901	62	2,963	2,928 1%
Sep-17	1,932	49	1,981	1,828 8%	3,921	71	3,992	4,105 -3%	469	15	484	513 -6%
Totals	23,427	820	23,947	20,634 16%	33,811	775	34,586	33,061 5%	11,965	253	12,218	11,710 4%

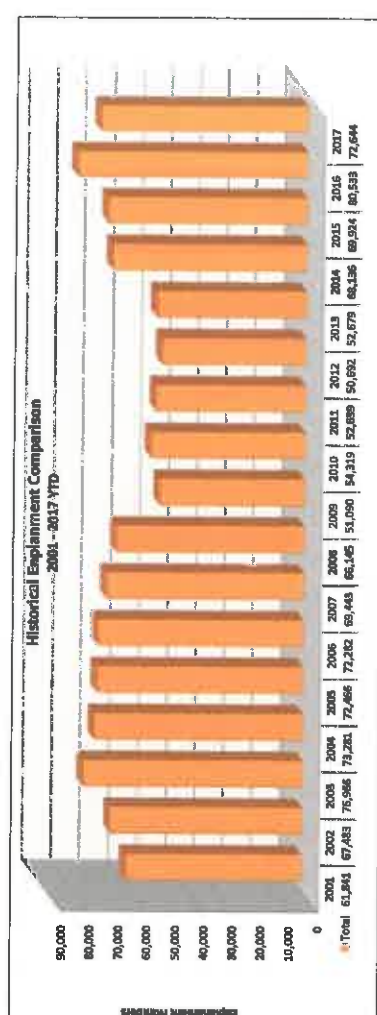
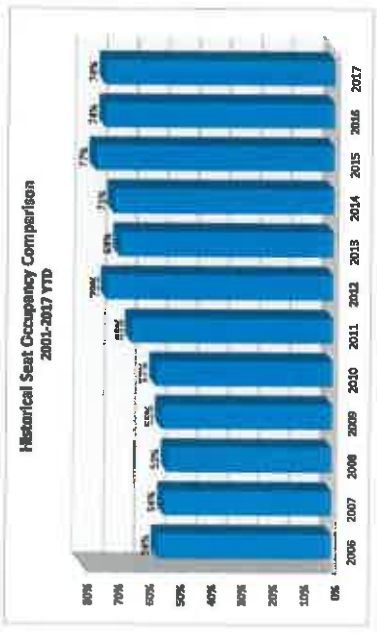
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Friedman Memorial Airport
September 2017

Month	2017 Seat Occupancy										Seat Occupancy Totals				Seat Occupancy Totals Prior Year Comparison			
	Delta Airlines					United Airlines					Total Seats Available		Total Percent Occupied		Prior Year % Change Total Seats Available		Prior Year % Change Total Seats Occupied	
	Departure Flights	Seats Available	Seats Occupied	Percent Occupied	Departure Flights	Seats Available	Seats Occupied	Percent Occupied	Departure Flights	Seats Available	Seats Occupied	Percent Occupied	Total Seats Available	Total Seats Occupied	Total Percent Occupied	Prior Year % Change Total Seats Available	Prior Year % Change Total Seats Occupied	Prior Year % Change Total Occupied
Jan-17	63	4,788	3,536	74%	34	2,244	1,518	68%	10,388	7,740	74%	10,388	7,740	74%	10%	15%	3%	
Feb-17	60	4,580	3,340	73%	35	2,310	1,645	71%	10,368	7,541	73%	10,368	7,541	73%	-3%	-11%	-8%	
Mar-17	68	5,188	3,867	75%	43	2,838	2,120	75%	14,540	10,931	75%	14,540	10,931	75%	25%	22%	-4%	
Apr-17	0	0	0	0%	0	0	0	0%	3,960	3,339	84%	3,960	3,339	84%	-3%	0%	4%	
May-17	0	0	0	0%	0	0	0	0%	4,092	3,235	79%	4,092	3,235	79%	11%	18%	7%	
Jun-17	48	3,264	2,105	64%	22	1,452	473	33%	10,062	6,458	64%	10,062	6,458	64%	6%	7%	0%	
Jul-17	80	5,440	4,215	77%	62	4,712	3,084	65%	17,432	12,668	73%	17,432	12,668	73%	12%	8%	-3%	
Aug-17	78	5,304	4,186	79%	60	4,200	3,402	81%	16,860	13,242	79%	16,860	13,242	79%	10%	7%	-2%	
Sep-17	49	3,332	2,387	72%	22	1,452	763	53%	10,373	7,500	72%	10,373	7,500	72%	6%	3%	-3%	
Totals	446	31,856	23,636	74%	695	48,841	36,022	77%	97,905	72,644	74%	97,905	72,644	74%	4%	2%	-2%	

Note: Total of 88 Seats Available on aircraft for summer months
Total of 76 Seats Available on aircraft for winter months
Total of 76 Seats Available on aircraft for July
Total of 76 Seats Available on aircraft
Seats are capped at 88 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



AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES

AAAE DELIVERS SERVICE. INNOVATION. RESULTS.

For Immediate Release
October 12, 2017

FAA Contract Towers Play Critical Role in Recovery from Recent Hurricanes, Wildfires

Alexandria, VA – The U.S. Contract Tower Association (USCTA), an affiliate organization of the American Association of Airport Executives (AAAE), applauds Federal Aviation Administration (FAA) contract air traffic control towers and airports for the important role they played in relief efforts during recent hurricanes and wildfires in the United States.

“FAA contract towers are essential in helping local communities around the country recover from natural disasters,” said Walt Strong, A.A.E., Director of the University of Oklahoma Max Westheimer Airport and Chair of the U.S. Contract Tower Association. “As we have seen in recent weeks, contract towers and their professional staff, working side by side with controllers at FAA facilities, continue to provide safe and efficient air traffic control operations and serve as a critical lifeline to communities in need.”

FAA contract air traffic control towers, operated by Robinson Aviation (RVA), Serco and CI² Aviation, assisted in a wide array of relief efforts immediately following Hurricanes Harvey and Irma and major wildfires in the western United States.

For example:

- The contract tower at Scholes International Airport in Galveston, Texas, continued to provide weather updates and remained operational – even when the airport was closed – to support rescue and relief efforts during Hurricane Harvey. The tower also extended operating hours to support the Texas Air National Guard.
- The contract tower at Easterwood Airport in College Station, Texas, expanded its operations to 24 hours a day between August 29 and September 5, allowing the U.S. Air Force to stage a number of aircraft at all hours of the day and night in the wake of Hurricane Harvey.
- At Conroe-North Houston Regional Airport in Texas, the contract tower facilitated critical U.S. Army and U.S. Customs and Border Patrol operations.
- The contract tower at New Braunfels Regional Airport in Texas operated throughout Hurricane Harvey, providing services to Federal Emergency Management Agency (FEMA) helicopters staged nearby. Helicopter operations at New Braunfels tripled during the week after the storm.
- Despite losing commercial power and having more than half the runway covered in water, the contract tower at Sugar Land Regional Airport in Texas served as a staging ground for FEMA and National Guard troops from multiple states. In the wake of the storm, military operations at the airport – including a helicopter carrying Vice President Mike Pence – were five times higher than the airport’s annual military operations.
- Lakeland Linder Regional Airport in Florida was designated as a FEMA recovery point and medevac staging area following Hurricane Irma. The contract tower opened the day after the storm to support recovery flights and extended its hours of operations on several nights to accommodate National Oceanic and Atmospheric Administration “hurricane hunter” planes. FEMA is still staging relief efforts at the airport, including managing 200 trucks carrying supplies to south Florida.
- Cecil Airport in Jacksonville, Fla., served as a designated recovery airport prior to Hurricane Irma’s arrival and accommodated planes carrying food and water as well as a number of U.S. Coast Guard and Army National Guard helicopters.
- The contract tower at Key West International Airport in Florida was damaged by Hurricane Irma, but

employees were quick to return to work at a mobile tower provided by the FAA to support recovery operations.

- The contract tower at Northeast Florida Regional Airport in St. Augustine provided assistance to local law enforcement, media, and state and local government helicopter operations before and after Hurricane Irma, including assisting the Army Corps of Engineers in coastal surveying. The airport also served as a staging area for Florida Power & Light Co. and a number of subcontractors.
- The contract tower at Miami-Opa Locka Executive Airport was one of the first control towers in the Miami area to reopen after Hurricane Irma and played a key role in immediate recovery operations.
- Henry E. Rohlsen Airport in the U.S. Virgin Islands provided relief efforts throughout St. Croix and other Virgin Islands after the hurricanes. The airport's contract tower personnel, FAA and the U.S. military coordinated to restore service using a mobile control tower following storm-related damage to the main tower.
- Fernando Luis Ribas Dominicci Airport and Rafael Hernández Airport in Puerto Rico, both of which utilize FAA contract towers, served as FEMA staging areas for relief efforts.

Additionally, FAA contract towers in Arizona, California, Colorado, Idaho, Montana, Oregon, Utah and Washington served as a staging ground for a large number of firefighting aircraft during the summer and fall, including:

- Sikorsky S-64 Skycrane, a twin-engine heavy-lift helicopter, which can be fitted with a 2,650-gallon tank to disperse water or fire retardant;
- McDonnell Douglas DC-10, which can hold 12,000 gallons of water or fire retardant;
- Lockheed C-130 Hercules, the same aircraft that was used to spread chemical dispersants on the Deepwater Horizon oil spill in the Gulf Coast in 2010;
- Air Tractor AT-802, an amphibious plane that can scoop water from lakes and other nearby bodies of water during firefighting efforts;
- North American Rockwell OV-10 Bronco, which serves as a guide aircraft for firefighting tanker fleets; and
- Canadair CL-415, an amphibious aircraft built specifically for aerial firefighting.

The FAA Contract Tower Program is a successful 35-year partnership of government and the aviation industry that enjoys strong bipartisan support on Capitol Hill. Contract towers save taxpayers and the FAA approximately \$200 million each year, enhance aviation safety at airports that otherwise would not have a control tower, help airports in retaining and developing commercial air service and general aviation, and connect smaller and rural airports to the national air transportation system.

In addition to those benefits, contract towers provide significant support for military readiness and national security operations. Forty-seven percent of all military operations at civilian airports in the United States occur at FAA contract towers.

###

ABOUT AAAE: Founded in 1928, [AAAE](#) is the world's largest professional organization representing the men and women who work at public-use commercial and general aviation airports. AAAE's 5,800-plus members represent some 850 airports and hundreds of companies and organizations that support the airport industry. Headquartered in Alexandria, Va., AAAE serves its membership through results-oriented representation in Washington, D.C., and delivers a wide range of industry services and professional development opportunities, including training, conferences, and a highly respected accreditation program.

ABOUT USCTA: [USCTA](#) was created by AAAE in 1996 to promote FAA's Contract Tower Program and to enhance aviation safety at smaller airports. USCTA coordinates contract tower issues on a regular basis with Congress, the Department of Transportation, the Federal Aviation Administration, the National Transportation Safety Board, the Government Accountability Office and the DOT Inspector General. USCTA sponsors an annual workshop in Washington, D.C., which

allows members to hear updates on the program directly from the FAA officials who administer it.

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FRIEDMAN MEMORIAL AIRPORT

LAND ACQUISITION AND OBSTRUCTION REMOVAL ENVIRONMENTAL ASSESSMENT

AIP # 3-16-0016-044-2017

Prepared for the Friedman
Memorial Airport (SUN) and the
Federal Aviation Administration

Prepared by T-O Engineers



Chapter 1. Background and Proposed Action

A Master Plan Update was completed for the Friedman Memorial Airport in the spring of 2017 (SUN, 2017a). The Master Plan was prepared per Federal Aviation Administration (FAA) guidance including applicable Advisory Circulars, Orders, Federal Aviation Regulations, and State guidelines to ensure Airport development occurs in a manner consistent with current and future aviation demand, as well as facility design standards for the upcoming planning horizon (approximately 20 years). Proposed development to meet demand is shown on the Airport Layout Plan (SUN, 2017b) submitted with the Master Plan Update. The Proposed Action that is analyzed in this Environmental Assessment (EA) was developed from features recommended in the 2017 Master Plan Update.

This document is written per the guidance and requirements of FAA Order 1050.1F *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B: *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions* (FAA, 2006a). These orders ensure compliance with requirements set forth in the Council on Environmental Quality (CEQ) regulations for implementing the provisions of the NEPA of 1969, 40 Code of Federal Regulations (CFR) Parts 1500-1508; U.S. Department of Transportation (DOT) Order 5610.1C, *Procedures for Considering Environmental Impacts*; and other related statutes and directives (FAA, 2015).

The Friedman Memorial Airport (SUN) is located in Blaine County in the City of Hailey, Idaho. The Airport is located in Hailey, fourteen miles south of Sun Valley, Idaho and sixty-nine miles north of Twin Falls, Idaho. As of the 2010 census, the population of Hailey was 7,960 and the population of Blaine County was 21,376. Blaine County is located in Central Idaho, and contains portions of the Sawtooth National Recreation Area and Craters of the Moon National Monument as well as the Sun Valley Ski Resort.

The Airport encompasses 209 acres, within the southern boundary of the City of Hailey (**Figures 1 and 2**). The Airport Reference Point coordinates are 43° 30' 14" north latitude and 114° 17' 44" west longitude. The Airport is co-owned by the City of Hailey and Blaine County. The Friedman Memorial Airport Authority (FMAA), formed through a Joint Powers Agreement between the City and County, currently operates and manages the Airport. Presently the Airport is classified as a "Commercial Service" airport by the FAA's National Plan of Integrated Airport Systems (NPIAS). The Idaho Transportation Department's (ITD) 2010 State Aviation System Plan identifies the SUN Commercial Service airport as needed to accommodate scheduled major/national or regional/commuter commercial air carrier service in addition to air cargo, business aviation, and all types of general aviation (ITD, 2010).

1.2 Existing Airport Conditions

This section details existing conditions at the Airport. This information serves as the baseline for determining future needs at the Airport.

1.2.1 Activities and Users

The Friedman Memorial Airport predominantly serves private multi-engine jet aircraft and commercial service aircraft but also routinely serves small single-engine aircraft. FAA NPIAS airports are required to be designed and built in accordance with the FAA classification system referred to as the Airport Reference Code (ARC). The ARC defines the operational requirements for the most demanding aircraft (i.e., “critical aircraft”) that are expected to have at least 500 operations per year at a given airport and is based on aircraft approach speed and wingspan. The Airport’s current ARC is C-III. This means the critical aircraft have approach speeds less than 141 knots, wingspans less than 118 feet, and tail heights less than 45 feet. Due to the strength of the runway pavement, the weight of aircraft using the runway is limited to 95,000 pounds. In the current fleet of active aircraft, the maximum wingspan for aircraft weighing less than 95,000 pounds is approximately 100 feet, and therefore the maximum wingspan for aircraft that currently use the airport is considerably less than the C-III maximum of 118 feet. Due to the geographic limitations of the airport site, the airport does not meet full standards for C-III. Based on the weight limitations of the airfield and the associated wingspan limitations, the airport has several approved Modifications of Standards in place. The following standards are modified at the airport:

- Runway Object Free Area
- Runway to Parallel Taxiway Separation
- Taxiway Object Free Area
- Runway Safety Area Transverse Grade
- Runway to Aircraft Parking Separation
- Parallel Taxiway Width

Principle activities at the Airport include corporate/business travel, recreational travel, medical transport, flight instruction, search and rescue and government firefighting. The Airport is expected to remain ARC C-III, with the Modifications of Standards discussed above, throughout the forecast period to 2034 (SUN, 2017a).

1.2.2 Existing Facilities

Existing facilities at SUN are described below and are shown on **Figures 2 and 3**:

- *Runway*- The Airport operates with a single runway, Runway 13/31. The runway has a published pavement length of 7,550 feet. The runway length is modified, however, due to the constrained airport environment. The northern threshold of the runway is displaced 1,701 feet for landings, in order to keep the Runway Protection Zone on airport property and to clear obstructions on the approach. This displacement leaves Landing Distance Available (LDA) of 5,449’ on Runway 13. In order to keep Runway Safety Area on airport property, and to protect from obstructions on both ends of the runway, the airport has declared distances in place. The Takeoff Run Available (TORA) and Accelerate Stop Distance Available (ASDA) on Runway 13 is reduced to 7,150 feet, in order to keep the Runway Safety Area off the south end of the runway on airport property. The TORA for Runway 31 is reduced to 5,850 feet, in order to keep the Runway Protection Zone on airport property and due to obstructions

located to the north of the Airport. ASDA and LDA are also reduced to 6,631 feet for Runway 31, due to the Runway Safety Area on the north end of that runway. The significant use of declared distances is necessary due to limited property available. If additional property was available on the south end of the airport, for example, a full Runway Safety Area would be available and the shortened runway lengths for takeoff operations on Runway 13.

The runway is 100 feet wide and its elevation is 5,320 feet above mean sea level. The asphalt pavement is designed for aircraft with weight bearing capacities of single-wheel gear (SWG) 65,000 pounds, dual-wheel gear (DWG) 95,000 pounds, and dual-wheel tandem (DWT) 150,000 pounds.

The Runway is equipped with a High Intensity Runway Lighting (HIRL) system with Pilot Controlled Lighting. Runway 31 is equipped with a four box Precision Approach Path Indicator (PAPI). Three lighted wind cones exist along the east side of the Airport. The Airport perimeter is fully fenced with a 7-foot chain link fence. Access is limited to authorized users only, through electronic keypad access gates.

- *Runway Protection Zone (RPZ)* – A Runway Protection Zone is defined by the FAA as “An area at ground level prior to the threshold or beyond the runway end to enhance the safety and protection of people and property on the ground.” This area is critical to the safety of the public near the airport and, for this reason, the FAA emphasizes that airports have complete control of RPZ’s.

Only a small portion of the existing Runway 31 RPZ is owned by the Airport. The remainder is owned by a single landowner to the south. The privately owned portion of the RPZ is currently protected by an easement with the landowner, but the expiration of this easement is imminent. The land uses are controlled by zoning and land use policies by Blaine County as well as being within the City of Hailey area of impact, as shown on **Figures 3 and 4**. Blaine County has an overlay district, the Airport Vicinity Overlay Primary Zone, which controls existing and proposed land uses within the approach area. The base zoning is within Blaine County Agricultural-Residential zone which would allow limited development, subject to the overlay zone. The private ownership of the runway RPZ is owned by the Eccles Ranch, shown on Figure 4, the ranch is several hundred acres and is the only landowner subject to airport zoning and restrictions. The current control over the RPZ is not in compliance with FAA guidelines and complete control through fee simple ownership would correct this situation.

- *Approaches and Departures* – Approaches and departures to the Airport are limited, due to terrain, obstructions and other factors. Terrain in the vicinity of the Airport limits instrument (i.e., low visibility) operations, because the terrain prevents aircraft from safely maneuvering out of the valley where the Airport is located when a pilot attempts to land and is unable to, due to poor visibility.

Obstructions are objects that impact flight by penetrating various imaginary surfaces defined by the FAA. Obstructions affect the operation of an airport primarily in approach to or departure from an airport, when the obstruction causes changes to the flight path (usually higher or lower). Significant obstructions exist south of SUN, impacting both approaches to and departures from the runway. These obstructions consist primarily of trees located on the property south of the airfield. These obstructions are currently lit with obstruction lighting that is maintained via an easement with the landowner. This obstruction lighting must be in place and active, otherwise the FAA will not permit the use of approach procedures that allow pilots to fly in low visibility conditions. Additionally, the obstructions limit departures of aircraft, because they must be accounted for in flight planning, which often means lower passenger, fuel and/or cargo payloads.

In addition to existing obstructions, it is always in an airport's best interest to protect the approach area of the airport from incompatible land use. Residential land use is not compatible with airports, due to the impact of flight operations on people on the ground (noise, fumes, safety, etc.). Currently, the land use south of SUN is compatible, with the exception of the existing ranch house. As the Airport does not own the land, though, long term control of the land use is limited.

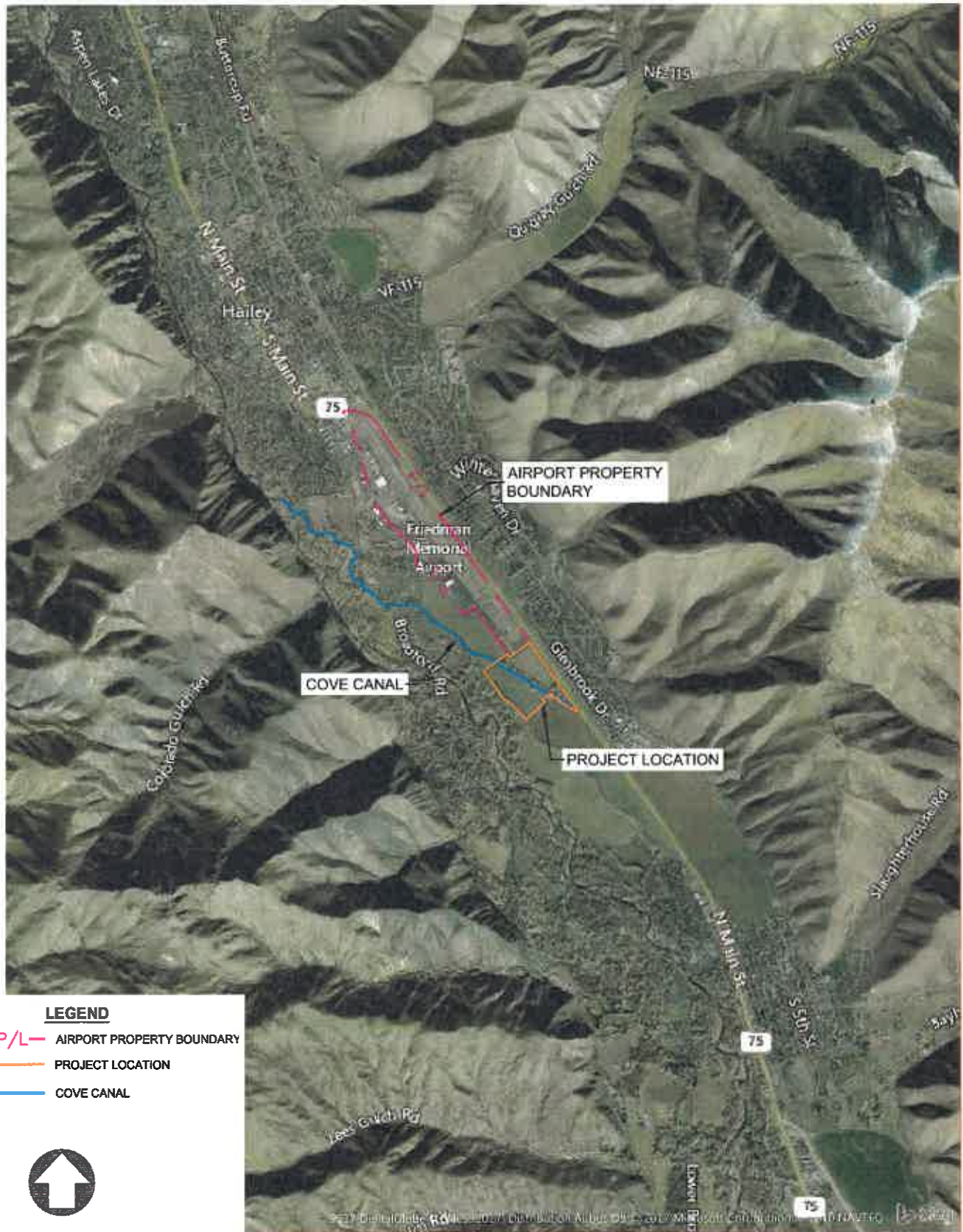


FIGURE 1: VICINITY MAP





Source: Mead & Hunt, SUN 2017

Figure 2. Existing Site Map

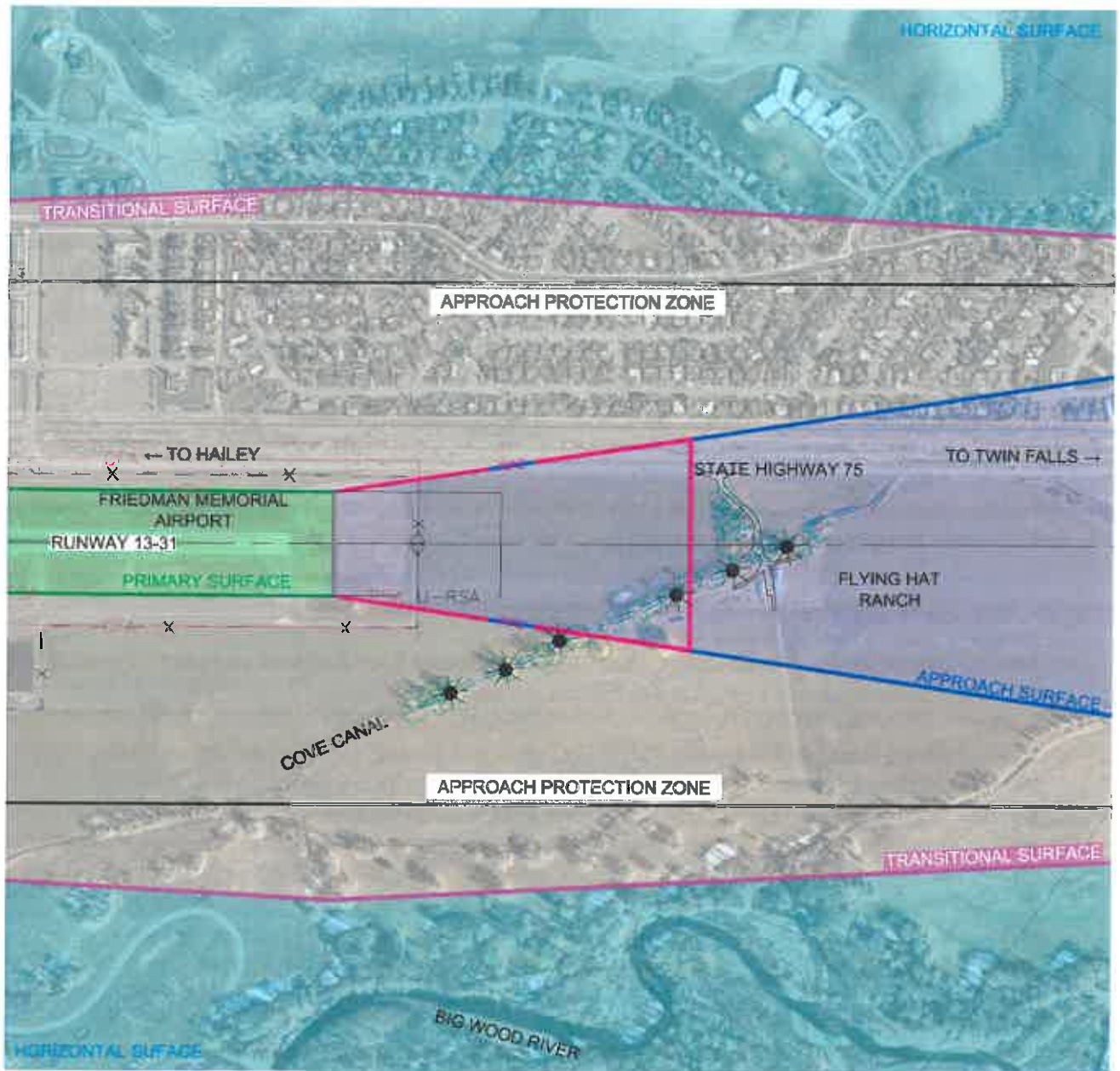


- - - SUN Airport Property Boundary
- SUN Airport RPZ
- Airport Vicinity Overlay Primary Zone
- Blaine County Ag/Residential Zone
- City of Hailey Residential Zone
- Eccles Ranch (Private Ownership)



FIGURE 3: LANDUSE AND ZONING





LEGEND

- PRIMARY SURFACE
- APPROACH SURFACE
- LIGHTS
- TREE OR GROUP OF TREES
- ACCESS GATE
- TRANSITIONAL SURFACE
- AFFECTED COVE CANAL
- RUNWAY CENTERLINE
- RPZ DEPARTURE RPZ
- EXISTING FENCE/PROPERTY LINE

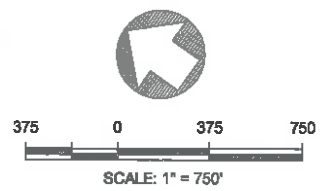


FIGURE 4: PART 77 SURFACES
Design Standards Per FAA 150/5300-13



1.3 Aviation Activity Forecast

As part of the 2017 SUN Master Plan Update, aviation activity forecasts for both the number of based aircraft and total annual aircraft operations at the Airport through the year 2034 were calculated. The forecasts were used as a planning tool to project future facility needs, some of which are planned for development within the next few years and are being analyzed in this EA. Since the planning documentation was completed in early 2017, no additional evaluations for aviation activities are needed for this EA.

Two separate forecasts were completed; a “based aircraft” forecast and an “aircraft operations” forecast. The based aircraft forecast projects the total number of aircraft that will be based at SUN through the planning period. The aircraft operations forecast projects the total number of operations (take-offs or landings) that will occur at the Airport through the planning period.

The based aircraft forecast used three methods to compare different growth scenarios, including:

- Projection of historic growth,
- Idaho Airport System Plan (IASP) modified projections, and
- Market share approach.

The average projected growth rate (1.78 percent) from these three methods was used to project the total number of aircraft based at the Airport in the future.

Table 1 shows forecasted increases in based aircraft and general aviation operations during the planning period. 157 based aircraft and 28,480 aircraft operations are projected in 2034, an increase of 37% and 32% respectively when compared to the base year calculations (SUN, 2017a). It is important to note that the forecasts used to project growth at the Airport are based on historic growth of the Airport and population growth of the state, and do not consider the presence or absence of facilities necessary to accommodate that growth. Facility improvements at the Airport are not expected to change the number of based aircraft or general aviation operations, but should allow for more safe and efficient operations at the Airport.

The existing conditions noted in Section 1.2 will not be greatly impacted by the forecasted changes to aircraft traffic at the airport. In other words, deficiencies and limitations at the airport today will remain in the future – nothing in the forecast indicates that changes in the use of the airport will decrease the impact of the airport’s limitations.

Table 1: Friedman Memorial Airport Aviation Forecast through 2034				
Activity Measure	2014	20 Year Increase	2034	Primary Facility Considerations
Passenger Enplanements	66,409	98%	131,630	Terminal Building and Associated Facilities
Based Aircraft	157	37%	213	Aircraft Storage and FBO Services
Aircraft Operations				
Air Carrier	2,840	57%	4,453	Airfield and Commercial Apron
Air Taxi and Commuter	5,185	5%	5,450	GA Aprons and FBO Services
General Aviation	20,310	36%	27,564	GA Aprons and FBO Services
Military Operations	145	0%	145	N/A
Total Aircraft Operations	28,480	32%	37,612	

1.4 Previous Airport Planning

The 2017 Master Plan Update assessed the Airport's condition with respect to its community role and FAA and ITD guidelines for airports that serve similar functions. Information collected during the assessment phase was used to develop goals for the Airport that shaped recommended development features. These recommendations were developed with a proactive planning approach meant to assist with logical and orderly development over the planning period (1-20 years) and beyond. Development features were categorized into a short-term (1-5 years), mid-term (6-10 years) or long-term (11-20 years) development plan. Multiple development alternatives to meet demand were analyzed in the Master Plan Update. During the Master Plan Update process, it was determined that the existing Airport property was not sufficient to meet long-term needs. One of the deficiencies identified was the lack of control of land uses in the RPZ and approach area south of the airport, along with the presence of the tree obstructions on that property.

1.5 Proposed Action

The Proposed Action Alternative consists of acquiring property for the RPZ on the south side of Runway 13/31, the Runway Safety Area (RSA) and approach/departure protection and compatibility. Furthermore, these areas contain numerous obstructions including both natural and man-made appurtenances, which create hazards for airport services. Natural obstructions include approximately 40 groups of Cottonwood, Pine, and hardwood trees, some reaching heights of over 100 feet, as shown in **Figure 5**. Following acquisition, these obstructions will be removed.

The existing RPZ is currently controlled through an avigation easement with the current landowner, although it is strongly preferred and encouraged by the FAA that the RPZ be

acquired and that the incompatible land uses removed, so that the Airport has control over the land use and can protect the public on the ground and in the air. This Proposed Action includes the acquisition of approximately 64.75 acres of land, most which is active pasture land used to graze cattle. The Cove Canal flows through in the RPZ and contains the majority of the obstructions requiring removal. The length of the Cove Canal within the Approach Protection Zone and RPZ is 2,668 feet. It traverses from a location that is northwest of the Runway 31 RPZ diagonally to the south and the east to where the Cove Canal crosses under Highway 75. With this alternative, the property between the canal and State Highway 75 would likely become an uneconomical remnant and has therefore been included in the acquisition. The alternative that is being proposed includes the acquisition and removal of all trees as well as the acquisition of the farmhouse. By doing this, the RPZ and all obstructions would be under the ownership of the Airport sponsor.

The Preferred Alternative does not include acquisition of the pump house, barn nor shop building and does not use any avigation easements per the property owner's request. This alternative satisfies the project need by complying with the FAA Standards for RPZ length and protection. Likewise, this alternative keeps all RPZ land under the Airport sponsor's control.

Chapter 3 includes a detailed evaluation of all alternatives including the Proposed Action. **Appendix A** provides a synopsis of the evolution from projects recommended in the 2017 Master Plan Update to the alternatives considered in this EA.



Figure 5 – Obstructions and incompatible land uses in the Runway 31 RPZ and approach.

Chapter 2. Purpose and Need

This EA has been prepared to meet the requirements of NEPA. The purpose of NEPA is to ensure that all environmental, social, and economic factors have been taken into consideration when developing Federal-aid projects. This EA was prepared as required by federal laws and regulations and pursuant to the requirements and standards of the CEQ regulations (Title 40 CFR Parts 1500-1508) and in accordance to FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*.

2.1 Background

A series of RSA improvement projects at SUN were completed in 2006 for Runway 13/31. Included with the RSA projects was an aviation easement allowing the installation of several obstruction lights was negotiated with the property owner for a period of ten years. After acquiring the aviation easement, the Airport installed multiple obstruction lights in the trees to mitigate the airspace penetrations. This easement recently expired but has been temporarily extended. Since 2006 these trees have been growing and are between 10 to 20 feet taller than they were during RSA improvements, causing further intrusion into the approach surface.

As discussed above, SUN recently completed an Airport Master Plan Update which guides development at the airport over the next 20 years. One of the improvements identified in the 2017 Master Plan Update is to improve the land use controls of the Runway 13/31 RPZ at the south end of the airport, in accordance with FAA guidelines and to ensure that the Airport has control of the RPZ to ensure the safety of the public on the ground and in the air.

In addition to RPZ control, the Airport requires additional land to protect the approach area of the airport by removing obstructions and incompatible land uses, and by controlling the future use of the land. FAA guidance recommends that land within 1,250 feet either side of the runway centerline and 5,000 feet beyond the runway end be owned by an airport, in order to protect the approach areas of the airport. This proposed action at SUN includes acquisition of only a portion of that land at this time, with a focus on controlling the RPZ and the critical approach area, while also removing the obstructions.

An approved Airport Layout Plan (ALP) from 2014 identifies the land needed for acquisition and the draft ALP from the 2017 Master Plan Update supports these findings and outlines a variety of necessary improvements at the Airport. The Airport currently faces numerous design and reliability constraints, including but not limited to non-compliance with FAA design standards related to size of aircraft operating at the airport, surrounding mountainous terrain that limits aircraft approaches and departures and an airport property footprint that may limit its ability to meet potential long-term needs (SUN, 2017).

2.2 Purpose

The purpose of the Proposed Action is to acquire the RPZ in accordance with FAA guidance and to ensure Airport control to maintain safety, and to acquire additional rights or property to

maintain clear airspace in accordance with FAA Advisory Circular (AC) 150/5300-13A and FAA Order 5100.38D.

2.3 Need for the Proposed Action

The need for the Proposed Action is for SUN to ensure the safe and efficient use of the airport and surrounding navigable airspace and to protect people on the ground near the airport. Acquisition of property for an RPZ will increase safety at the Airport and allow for controls to ensure compatible land uses. Considering current and future aviation demands and the FAA's design and safety standards and guidelines, the Proposed Action is designed to provide a safer environment for current and forecasted operations while accounting for the Airport's ARC C-III, "sufficient airport property to meet safety standards under the 14 CFR Part 77 for the RPZ and expansion of the existing and future facilities developments" (SUN, 2017a). Currently, the Airport has limited control of the RPZ and approach land through an easement. This easement has expired but has been extended on a temporary basis by the landowner. This leaves the Airport with limited control over the land and, when the temporary easement expires, no control. Additionally, maintenance of the obstruction lights will be impossible without the easement, which would result in severe operational limitations at the airport.

Justification for RPZ's and Approach Land

Currently, significant portions of the Runway 13/31 RPZ and multiple obstructions are located off airport property and are owned and maintained by private land owners which conflict with FAA design standards and land use policies. In addition, the FMAA currently maintains approach lighting to mark obstructions within and adjacent to the RPZ in order to enhance safety at the airport and to meet FAA design standards outlined under AC 150/5300-13A, Airport Design, Section 310. A summary of the needs and deficiencies identified in the 2017 Airport Master Plan Update are shown in **Table 2**.

FAA Design Standard	Definition	Status	Recommendation
<i>Runway Safety Area (RSA)</i>	A defined surface surrounding the runway, prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot or an excursion from the runway.	Meets dimensional standards.	Needs 1,000-foot length beyond runway Ultimate RSA is located on property not controlled by FMA
<i>Runway Object Free Area (OFA)</i>	An area on the ground centered on the runway centerline provided to enhance the safety of aircraft operations. No above-ground objects are permitted in the OFA, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes	Meets dimensional standards	Supports safety measures for RSA and RPZ land acquisitions
<i>Runway Protection Zone (RPZ)</i>	An area off the runway end to enhance the protection of people and property on the ground.	Non-compliant	Acquire land or easements to protect RPZ
<i>Part 77 Surfaces</i>	Part 77 surfaces are intended to establish standards for determining obstructions in navigable airspace that include the following surfaces: primary, transitional, approach, horizontal and conical.	Non-compliant	Remove obstructions Needs 1,250 foot minimum approach protection threshold width

RPZ and CFR Part 77 imaginary surfaces, including approach surfaces and transition surfaces exist to provide for the safe navigation of aircraft and for the safety of those on the ground. An RPZ is an area at ground level off the ends of the runways, designed (based on aircraft type) to allow for clear zones for landings and take-offs. Approach and transitional surfaces are imaginary surfaces that exist primarily to prevent obstructions from extending upward into navigable airspace, thereby reducing the likelihood of accidents to aircraft. The potential for injury to people in an RPZ in the event of an accident is greatly decreased if developments that attract people or other incompatible uses are minimized or eliminated.

FAA Advisory Circular 150/5300-13A states as follows: *“All... existing and planned airport elements including the following should be on airport property. (A) Object Free areas, (B) Runway Protection Zones (C) Areas under the 14 CFR Part 77 Subpart C airport imaginary surfaces...; and (D) Areas, other than those which can be adequately controlled by zoning, easements, or other means to mitigate potential incompatible uses”*. The document further states, *“The RPZ’s function is to enhance the protection of people and property on the ground. This is achieved through airport owner control over RPZ’s”* (FAA, 2012a). Likewise, the FAA’s *Interim Guidance on Land Uses within a Runway Protection Zone* states: *“Airport owner control over the RPZ land is emphasized to achieve the desired protection of people and property on the ground”* (FAA, 2012).

FAA Order 5100.38D, Airport Improvement Program (AIP) Handbook, Appendix Q indicates that acquisition of fee title of land within approach surfaces, including CFR Part 77 surfaces and RPZs, is justified. The current zoning does not adequately control land use in the areas described

in FAA AC 150/5300-13A. Without the fee simple and/or easement acquisition of nearby property, the Airport does not have control of future development around the Airport and cannot guarantee land use compatibility with airport operations.

The existing RPZs, approach surfaces and transitional surfaces at SUN are not fully controlled by the airport. As a result, property and avigation easement acquisition is necessary to maintain consistency with FAA standards for protection of CFR Part 77 airspace and RPZs, as well as accommodate air traffic and demand in a safe and efficient manner. Varying land acquisition options were discussed to meet FAA policy needs. Acquisition of property to achieve the purpose and need will also accomplish the following objectives:

- Control of land uses within the Runway 13/31 RPZ, RSA, and OFA,
- Control of land uses adjacent to the Airport, including the approach and transitional surfaces as defined in 14 CFR Part 77, and
- Removal of obstructions to air navigation.

Environmental Analysis Prerequisites associated with any future AIP funding application have been followed with this review pursuant to 49 U.S.C § 47101.

Chapter 3. Alternatives Analysis

3.1 Introduction

The alternatives considered in this EA are a product of recommendations in the 2017 Master Plan Update and subsequent planning which is summarized in **Appendix A** and guided by CFR Part 77 Airspace and RPZs.

Airspace protection requirements, developed by FAA, are used to design and protect public-use airports. These requirements are described in CFR Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace. CFR Part 77 defines several “imaginary” surfaces including the Primary Surface, Approach Surface, Transitional Surface, Horizontal Surface and Conical Surface that should be maintained clear of obstructions for safe and efficient use of airspace around airports. These surfaces are shown in **Figure 3** and defined as follows:

- *Primary Surface* – A rectangular surface longitudinally centered on the runway. For hard-surfaced runways such as Runway 13/31 at SUN, the surface extends 200 feet beyond each runway end. Its elevation is the same as the nearest point on runway centerline. The width of the Primary Surface is set by the most demanding type of approach exiting or planned for either end of the runway. The Primary Surface at the Friedman Memorial Airport is 500 feet wide; 250 feet on both sides of the runway centerline.
- *Approach Surface* – The Approach Surface begins at the ends of the Primary Surface and slopes upward and outward. An Approach Surface is applied to each runway end and is based upon the type of approach planned for that runway end. SUN surfaces are different for each end of Runway 13/31 and so different imaginary surfaces apply to each end of the runway. The Runway 31 end has a non-precision approach surface that is greater than $\frac{3}{4}$ of a mile. The inner width is therefore 500 feet, the length is 10,000 feet, the outer width is 3,500 feet and the slope of the approach surface is 34:1.
- *Transitional Surface* – A surface extending outward and upward, at right angles to the runway centerline and extended runway centerline. The SUN Transitional Surface begins at the edge of the Primary Surface and slopes upward at a ratio of 7:1 until it intersects the Horizontal or Conical Surface.
- *Horizontal Surface* – An oval-shaped, horizontal plane situated 150 feet above the airport elevation, the perimeter of which is established by swinging arcs of specified radii from the center of each end of the Primary Surface of each runway and connecting the adjacent arcs by lines tangent to those arcs. The radius of each arc is dictated by the runway type.
- *Conical Surface* – A surface, which extends upward and outward from the limits of the Horizontal Surface. At SUN, this surface extends outward for a distance of 4,000 feet measured horizontally, while sloping upward at a 20:1 ratio resulting in an additional 200 feet in height above the Horizontal Surface.
- *Runway Protection Zone* – RPZs are defined areas on the ground beyond the end of the runway that are normally maintained clear of incompatible objects and activity in order to protect persons and property from collision hazards. The RPZs associated with Runway 13/31 are sized to accommodate FAA design standards and have inner widths of 500 feet,

outer widths of 1,010 feet and lengths of 1,700 feet. The RPZ, RSA, and OFA (all CFR Part 77 surfaces) are shown on **Figure 4**.

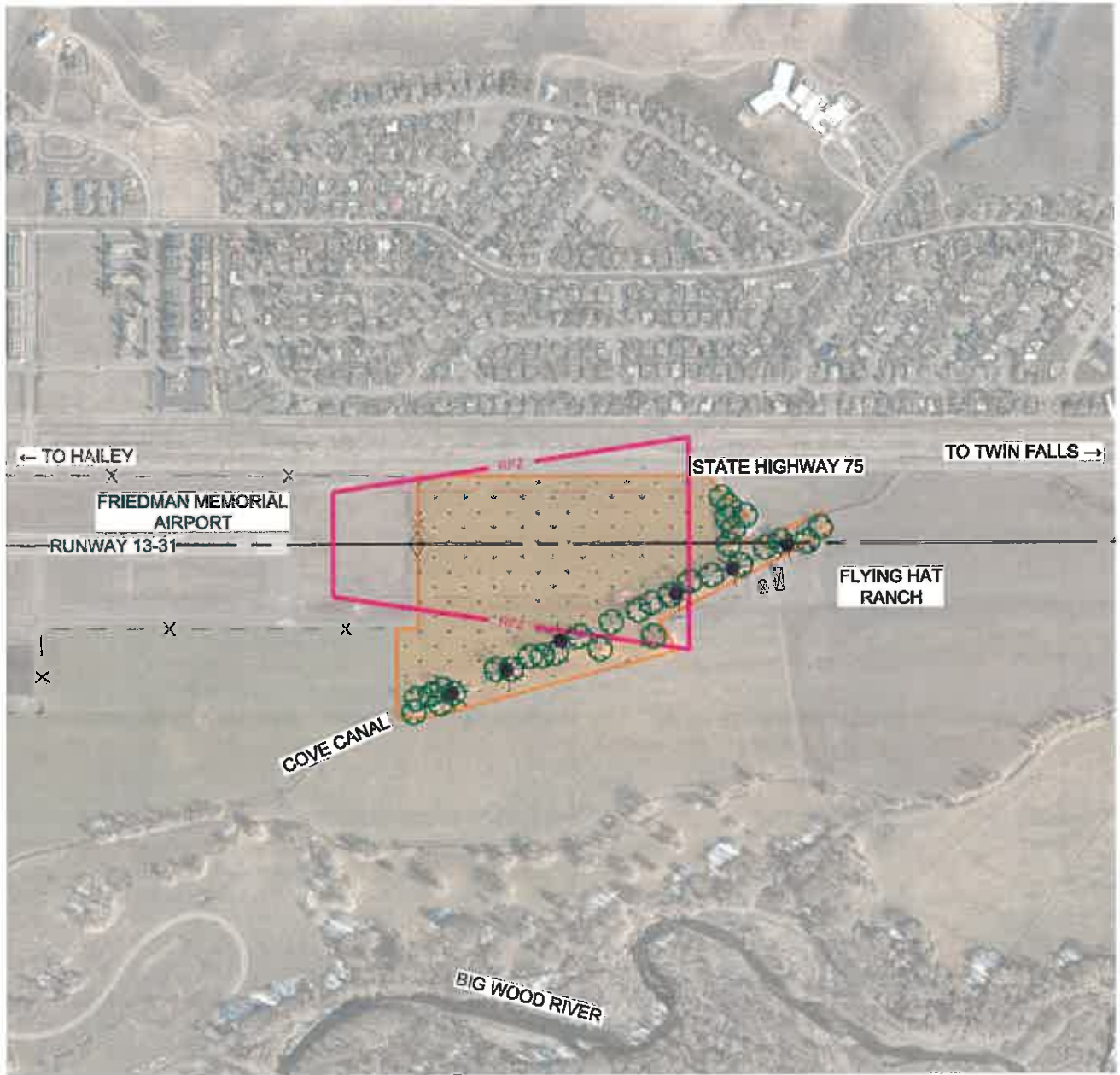
CFR Part 77 surfaces for the Friedman Memorial Airport are shown on **Figure 4**.

3.2 Recommendations from the 2017 Master Plan Update and Subsequent Planning

3.2.1 Land Acquisition

The Master Plan Update recommended land acquisition within the Runway 13/31 RPZ. It also suggests that acquisition of CFR Part 77 airspaces is a proactive way to control land use adjacent to the Airport. FAA Advisory Circular 150/5300-13A (FAA, 2012a) and FAA Interim Guidance (FAA, 2012b) state that RPZs and areas under CFR Part 77 imaginary surfaces should be owned by the Airport. Control of land use adjacent to the Airport and protection of CFR Part 77 surfaces is limited to the areas surrounding the Airport; therefore, alternatives for land acquisition are limited to not acquiring the adjacent land, as described in the No Action Alternative, or acquiring the adjacent land, as described in the Proposed Action Alternative in Section 3.3. The acquisition, while listed in the 2017 Master Plan Update, has been guided by design criteria with selection criteria based on discussions with the FMAA board and public involvement. As a result, the analysis presented here is consistent with the information in the 2017 Master Plan Update.

Table 3. Evaluation of Alternatives Considered		
	Brief description of Alternative	Evaluation for This EA
Alternative 1 (No Action Alternative)	No change. Easement for obstruction lighting expires October 2018.	Incompatible land uses remain. Obstructions remain. Does not meet purpose and need for recommended FAA design standards such as OFA, RSA, and RPZ control, and for Part 77 surfaces.
Alternative 2	Includes acquisition of 34.3 acres land, 2,274 feet of Cove Canal, Shop Building and Barn. Removal of all trees (obstructions), Shop Building, and Barn. Residence is privately owned	This alternative was designed to meet the minimum standards to allow safe and efficient Airport operations with respect to RPZ and Approach Protection Zone clear areas. It is meant to extend the declared distances to the end of the runway to remove incompatible uses, place land use control of the RPZ to SUN and removal all obstructions from the RPZ and OFA on Runway 13/31. The alternative was rejected from further analysis as the noise, vibrations and lights associated with the airport would increase exposure with removal of the trees. The residence would continue to be an incompatible land use. Likewise, control of the Cove Canal to Hwy 75 for maintenance and removal of trees which may regrow on property and have the possibility to become obstructions. Concern for secondary impacts to farm operations due to removal of buildings and operating infrastructure.
Alternative 3	Includes acquisition of 42.7 acres land, 2,274 feet of Cove Canal, Shop Building and Barn. Land acquisition of 4.3 acres. Removal of all trees (obstructions), Shop Building, and Barn. Residence is privately owned	This alternative is designed to accomplish the same goals as Alternative 2, but uses easements to maintain areas around farm residence, and extends the Approach Protection Zone to the west to 900 feet (the current easement extent). The alternative was rejected from further analysis as the noise, vibrations and lights associated with the airport would increase exposure with removal of the trees. It was further not preferable to the airport board to establish continued easements. The residence would continue to be an incompatible land use. Concern for secondary impacts to farm operations due to removal of buildings and operating infrastructure.
Alternative 4	Includes acquisition of 52.3 acres land, 2,691 feet of Cove Canal, Shop Building, Property Residence, Pump House, and Barn. Removal of all trees (obstructions), Shop Building, Property House, Pump House and Barn. Increases the acquisition of Cove Canal from OFA to Hwy 75. Residence is acquired by Airport	This alternative is designed to allow safe and efficient Airport operations with respect to RPZs. It is meant to extend the declared distances to the end of the runway to allow full use, place full control of the RPZs in the hands of the Airport sponsor and removal all obstructions from the RPZ and Approach Protection Zone on Runway 13. The alternative was rejected from further analysis as the acquisition of all the buildings is unlikely.
Preferred Alternative	Includes acquisition of 64.75 acres land, 2,668 feet of Cove Canal and Property House. Removal of all trees (obstructions). Residence is acquired by Airport, Increases the acquisition of Cove Canal from OFA to Hwy 75. Farm retains Shop, Barn, Pump house, Access, and Infrastructure required to irrigate.	This alternative is designed to allow safe and efficient Airport operations with respect to RPZs. It is meant to extend the declared distances to the end of the runway to allow full use, place full control of the RPZs in the hands of the Airport sponsor and removal all obstructions from the RPZ and Approach Protection Zone on Runway 13. Acquisition of residence eliminates incompatible land uses.



LEGEND

QUANTITY AFFECTED

	PROPOSED LAND ACQUISITION	• 84 ACRES
	ACTIVE PASTURE AREA	• 27 ACRES
	LIGHTS	6 TOTAL
	TREE OR GROUP OF TREES	APPROX. 40
	ACCESS GATE	
	REMOVE BUILDING	NONE
	AFFECTED COVE CANAL	• 2273 LF
	RUNWAY CENTERLINE	
	DEPARTURE RPZ	
	EXISTING FENCE/PROPERTY LINE	

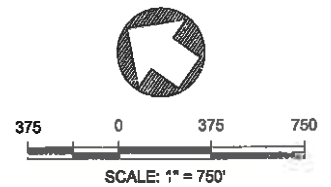
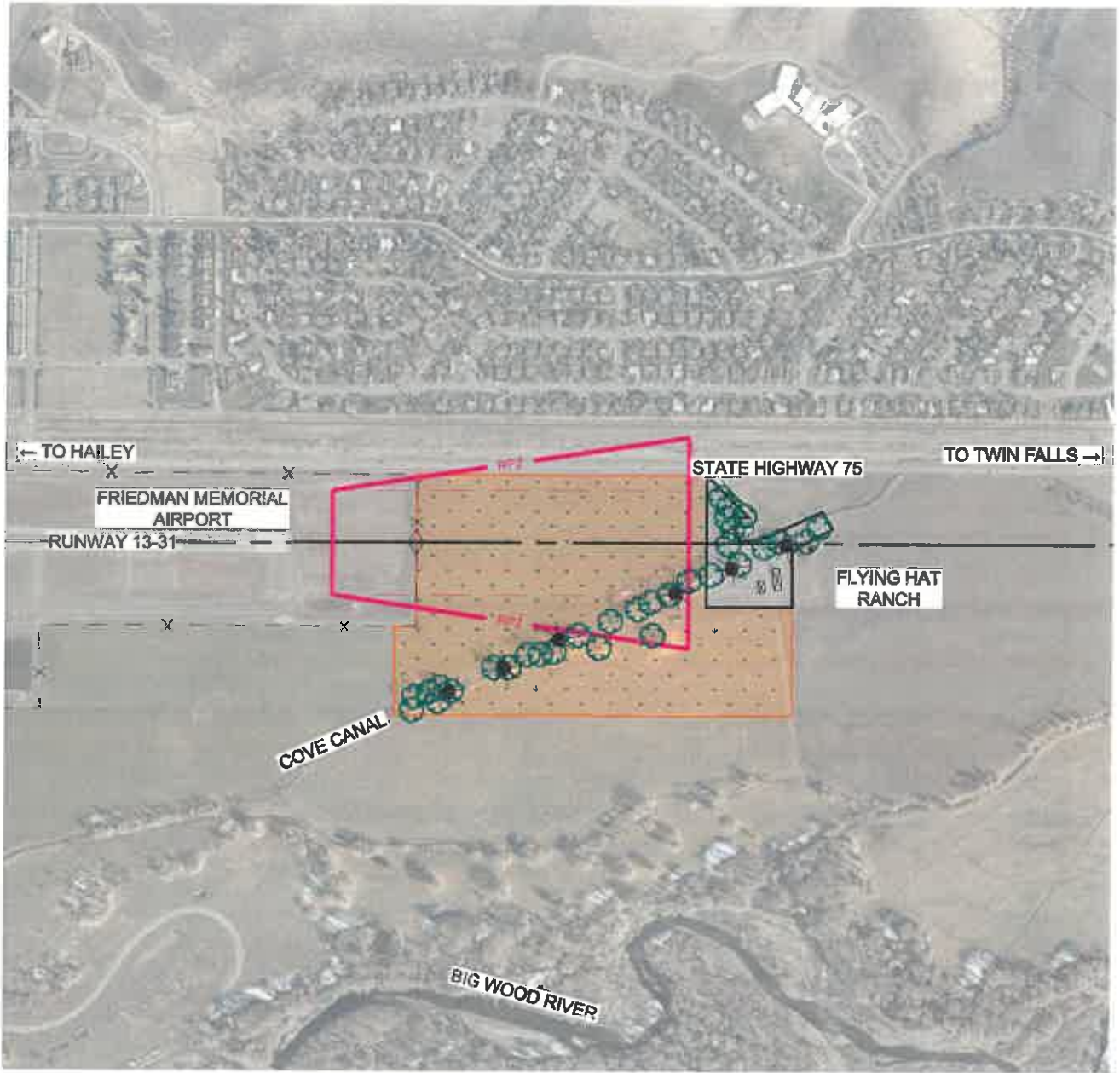


FIGURE 6: ALTERNATIVE 2





LEGEND		QUANTITY AFFECTED
	PROPOSED LAND ACQUISITION
	PROPOSED EASEMENT/ACQUISITION
	ACTIVE PASTURE AREA
	LIGHTS	6 TOTAL
	TREE OR GROUP OF TREES	APPROX. 40
	ACCESS GATE	
	REMOVE BUILDING	NONE
	AFFECTED COVE CANAL
	RUNWAY CENTERLINE	
	DEPARTURE RPZ	
	EXISTING FENCE/PROPERTY LINE	

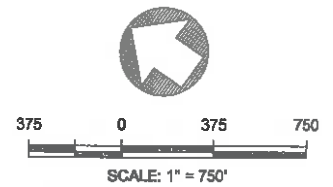
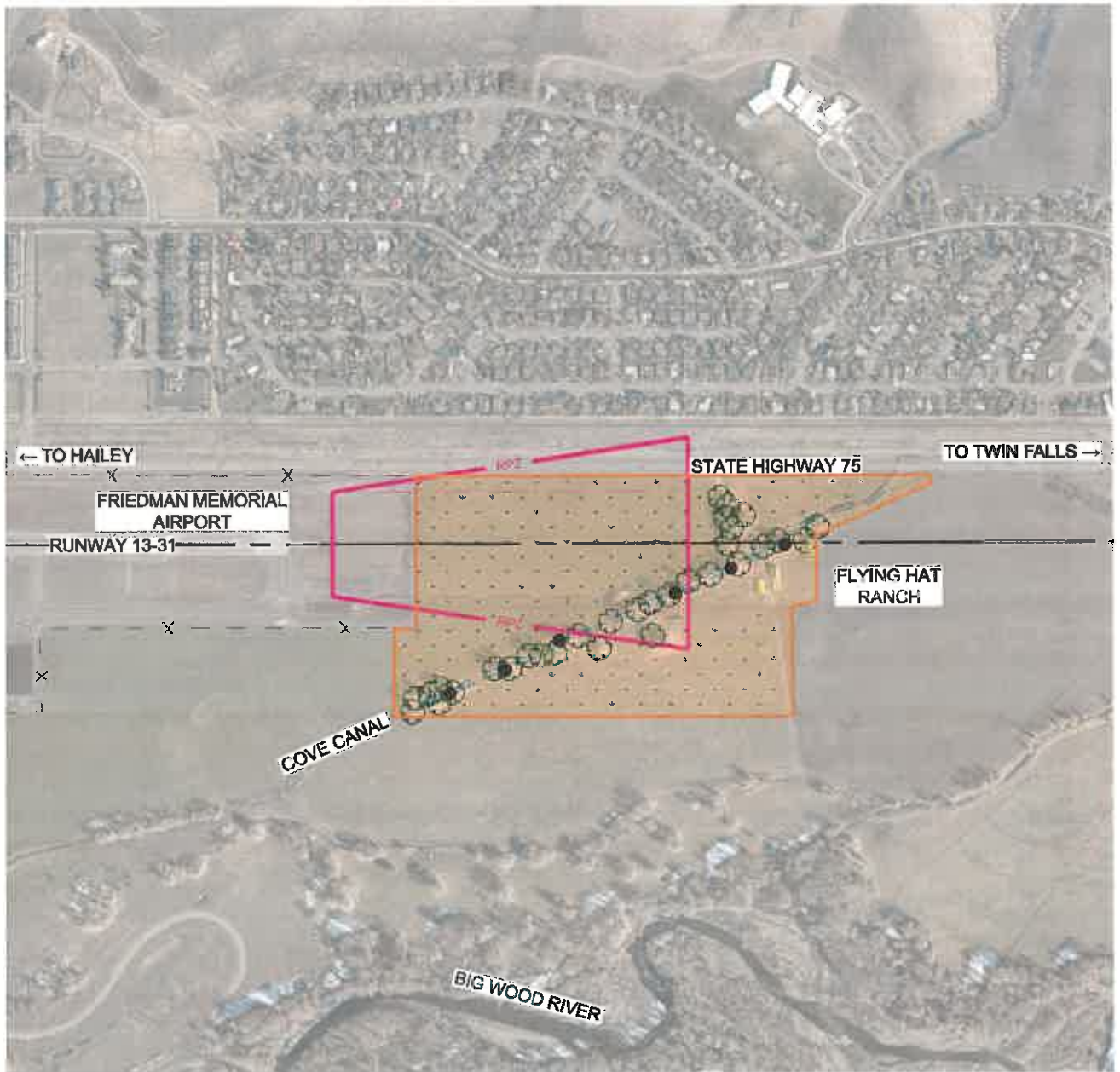












FIGURE 7: ALTERNATIVE 3





LEGEND

-  PROPOSED LAND ACQUISITION
-  ACTIVE PASTURE AREA
-  LIGHTS
-  TREE OR GROUP OF TREES
-  ACCESS GATE
-  REMOVE BUILDING
-  AFFECTED COVE CANAL
-  RUNWAY CENTERLINE
-  DEPARTURE RPZ
-  EXISTING FENCE/PROPERTY LINE

QUANTITY AFFECTED

-
-
- 6 TOTAL
- APPROX. 40
-
- NONE
-

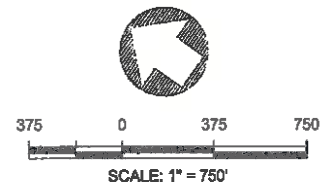


FIGURE 8: ALTERNATIVE 4



3.2.2. Public Involvement for Selection of Preferred Alternative

Public comment is not only required under the EA process but was encouraged by the FMAA board to ensure full disclosure on all information regarding the project. A public information meeting was held on August 8, 2017 in Hailey, Idaho for concerned residents to voice their comments and ask questions on the information presented. A public notice postcard was sent out on July 20, 2017 to 168 residents and 32 agencies and businesses that have a vested interest in the airport and are within 1,000 feet of the projected project area. The information about the public meeting and the project was provided on the Friedman Memorial Airport website as well for those unable to attend the public informational meeting.

FMAA held their monthly meeting August 8, 2017 in Hailey, Idaho after the public outreach meeting where the three alternatives and the Preferred Alternative were presented. The public was open to attend the board meeting and voice their comments; one public comment was received in favor of the No Action Alternative. No other comments were received by email, mail or phone. The board was in favor of the Preferred Alternative. The following FMAA board meeting took place September 5, 2017 where the Preferred Alternative shown in **Figure 9** was presented and approved.

The Preferred Alternative was therefore evaluated, and eventually selected as the alternative carried forward for environmental evaluation in **Chapter 4**.

3.3 Alternatives Evaluated in this EA

An alternatives evaluation process concluded with presentation of the operational ranking criteria shown in Table 3 to the FMAA board. The board agreed that none of the three alternatives and no action alternative were acceptable and the preferred alternative was developed. The preferred Alternative was developed using operational, environmental, and potential agricultural impact criteria in combination with FAA design preferences to meet the purpose and need and present minimal disruption to the agricultural operations. The following section describes the results of the alternatives development process and includes the alternatives evaluated in Chapter 4 of this EA.

No Action Alternative

In addition to the action alternatives studied in order to meet the purpose and need, a “No Action” Alternative also exists in which the airport may choose to maintain the existing condition, with control of the RPZ and approach area and maintenance of obstruction lights only through an easement. The existing RPZ easement will expire October of 2018 and following this the RPZ will not be owned or controlled by the airport owner, putting safety of people on the ground and in the air in jeopardy. The primary result of this alternative would be that the Airport would not have control over the RPZ and approach area and the existing obstructions would remain, without means to maintain the obstruction lighting. Additionally, this would not be in compliance with FAA guidance on the subject. Ultimately, this could result in severe restrictions to the operational capability of the airport, such as a further shortened runway and cancellation of existing approach procedures.

Even if the easement remains in place, the current expense of the easement renewal every year is costly. If any of the action alternatives are chosen and land is purchased, the initial cost will be high but the overall expense on that property will decrease drastically. Likewise, the No Action Alternative is inconsistent with the management and development policies of the FAA as well as the FAA's design standards to ensure safe and efficient public air transportation which is socially, environmentally and economically sustainable. Although this alternative does not meet the purpose and need outlined in NEPA and CEQ regulations require consideration of a No Action Alternative. When compared with other alternatives, the No Action Alternative serves as a reference point to evaluate impacts of the Proposed Action.

Proposed Action Alternative

The Proposed Action Alternative includes land acquisition and obstruction removal as discussed in **Section 1.5**. The land will provide protection of the 14 CFR Part 77 approach and Runway 13/31 RPZ.

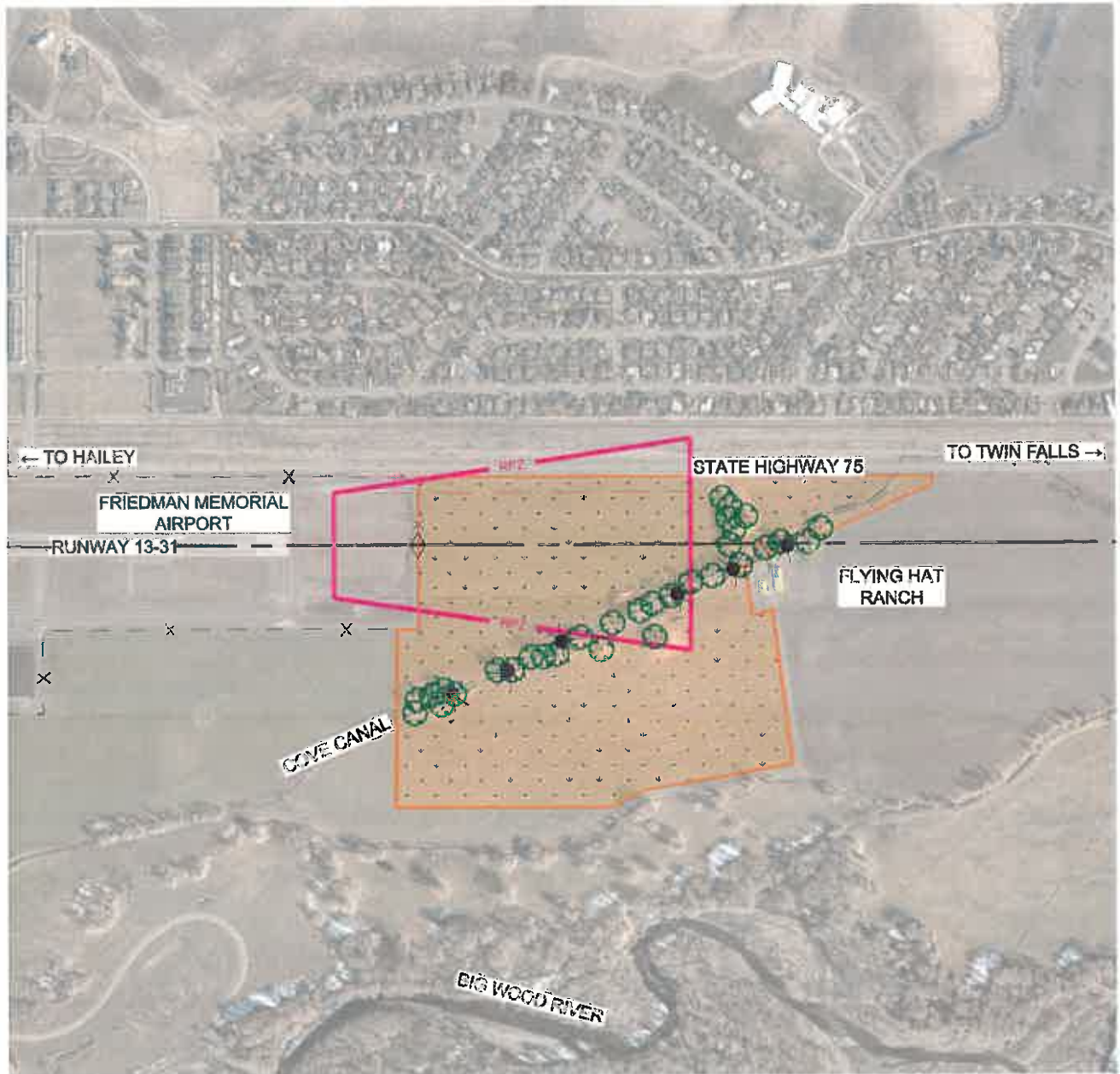
The Proposed Action consists of acquiring property for the RPZ on the south side of Runway 13/31, the RSA, and approach/departure land use compatibility. Furthermore, these areas contain numerous obstructions including both natural and man-made appurtenances into the Part 77 protected surfaces and Approach Protection Zone, creating hazards for airport services. Natural obstructions include approximately 40 groups of Cottonwood, Pine, and hardwood trees, some reaching heights of over 100 feet. The existing RPZ has been temporarily mitigated through an easement with the current landowner, although it is preferred for those areas to be acquired so the airport has full control of the property, and the incompatible land uses can then be removed.

This option includes the acquisition of 64.75 acres of land, 56 of which is active pasture land. The Cove Canal is located in the Approach Protection Zone and this alternative will acquire 2,668 feet of the canal. Acquisition of the property containing the canal is essential to allow the airport to perform maintenance and prevent regrowth of trees as obstructions. Acquisition will include removal of all obstructions as well as the acquisition of the farmhouse to remove the incompatible land use of residential occupancy on the runway centerline. With the acquisition of property, the RPZ, RSA, obstructions and incompatible land uses would be under the ownership and control of the Airport Sponsor.

The property between the Cove Canal and State Highway 75 south of the farm house would become an uneconomical remnant and has therefore been included in the acquisition. The Preferred Alternative does not include the acquisition of the pump house, barn and shop building and it does not include any aviation easements per the property owner's request. This alternative satisfies the project need by complying with the FAA Standards for RPZ length and protection. Likewise, this alternative keeps all RPZ land under the Airport Sponsor's control.











The Proposed Action Alternative was selected because it is the only alternative that meets the Purpose and Need of the project within the property available for acquisition with the current property owner. Purchase of adjacent property is necessary to allow the Airport to gain control of

adjacent land for protection of CFR Part 77 airspace and RPZs and provide control of the Approach Protection Zone. Ownership of the property would also allow the Airport to regulate land uses to activities compatible with airport operations.



LEGEND

QUANTITY AFFECTED

	PROPOSED LAND ACQUISITION
	ACTIVE PASTURE AREA
	LIGHTS	6 TOTAL
	TREE OR GROUP OF TREES	APPROX. 40
	ACCESS GATE	
	REMOVE BUILDING	NONE
	AFFECTED COVE CANAL
	RUNWAY CENTERLINE	
	DEPARTURE RPZ	
	EXISTING FENCE/PROPERTY LINE	

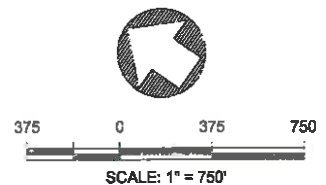


FIGURE 9: PREFERRED ALTERNATIVE



**Friedman Memorial Airport Authority
Friedman Memorial Airport
Hailey, Idaho
DBE PROGRAM**

POLICY STATEMENT

Section 26.1, 26.3 Objectives / Policy Statement

The Friedman Memorial Airport Authority has established a Disadvantaged Enterprise (DBE) Program in accordance with the regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. The Friedman Memorial Airport Authority has received Federal financial assistance from the Department of Transportation, and as a condition of receiving this assistance, the Friedman Memorial Airport Authority has signed an assurance that it will comply with 49 CFR Part 26.

It is the policy of the Friedman Memorial Airport Authority to ensure that DBEs, as defined in part 26, have an equal opportunity to receive and participate in DOT-assisted contracts. It is also our policy:

1. To ensure nondiscrimination in the award and administration of DOT-assisted contracts;
2. To create a level playing field on which DBEs can compete fairly for DOT-assisted contracts;
3. To ensure that the DBE program is narrowly tailored in accordance with applicable law;
4. To ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;
5. To help remove barriers to the participation of DBEs in DOT-assisted contracts;
6. To promote the use of DBEs in all types of federally-assisted contracts and procurement activities conducted by recipients;
7. To assist in the development of firms that can compete successfully in the marketplace outside the DBE program;
8. To provide appropriate flexibility to recipients of Federal financial assistance in establishing and providing opportunities for DBEs.

Roberta Christensen has been delegated as the DBE Liaison Officer. In that capacity the Liaison Officer responsible for implementing all aspects of the DBE program. Implementation of the DBE program is accorded the same priority as compliance with all other legal obligations incurred by the Friedman Memorial Airport Authority in its financial assistance agreements with the Department of Transportation.

Friedman Memorial Airport Authority has disseminated this policy statement to the Friedman Memorial Airport Authority and all of the components of our organization. The Airport has distributed this statement to DBE and non-DBE business communities that perform work for us on DOT-assisted contracts by inclusion in solicitations of bids or requests for qualifications.

Don Keirn
Chairman, Friedman Memorial Airport Authority

Date

AMENDMENT TO FRIEDMAN MEMORIAL
AIRPORT AUTHORITY REGULATION NO. 94-1

A REGULATION OF THE FRIEDMAN MEMORIAL AIRPORT AUTHORITY GOVERNING AND REGULATING GROUND TRANSPORTATION AND BAGGAGE TRANSPORT SERVICES AT FRIEDMAN MEMORIAL AIRPORT, HAILEY, IDAHO; PROHIBITING THE COMMISSION OF CERTAIN ACTS; PROVIDING PENALTIES FOR THE VIOLATION OF THIS REGULATION; AND PROVIDING FOR THE EFFECTIVE DATE OF THIS REGULATION UPON PASSAGE, APPROVAL AND PUBLICATION.

WHEREAS, the Friedman Memorial Airport has limited parking areas designated for use by ground transportation service providers (GTSP) and that those parking areas must be effectively managed due to their size limitations and in order to treat all GTSP equitably; the Friedman Memorial Airport Authority (FMAA) determines and finds that orderly, safe and non-discriminatory use of the Airport parking areas and service to the public will be enhanced by the adoption of the provisions contained in this Regulation;

NOW THEREFORE, BE IT ORDAINED BY THE FRIEDMAN MEMORIAL AIRPORT AUTHORITY AS FOLLOWS:

DEFINITIONS.

"Ground Transportation Service Provider" or "GTSP" shall mean the operation of one or more vehicles, including, but not limited to taxis, buses, vans, limousines, engaged in the business of transporting passengers for hire along or upon surface roads wherein one or more passengers is either picked up from or delivered to Airport Property. Notwithstanding the foregoing, GTSP shall not be deemed to include a "Transportation Network Company" or "TNC" as defined in Idaho Code § 49-3703.

"Class 1 GTSP" shall mean a GTSP whose principal business is the transportation of passengers for hire on a commercial basis, either as a common carrier or under private contract, agreement, charter or undertaking. Examples of Class 1 GTSPs include taxis and limousine companies.

"Class 2 GTSP" shall mean a GTSP who is not for hire and whose transportation of passengers to and from the Airport is incidental and subordinate to an existing principal business and private, not-for-hire, event shut. ~~ties.~~ Examples of Class 2 GTSPs include hotel and automobile rental courtesy shuttles.

"Interstate Licensed GTSPs" shall mean a GTSP who is for hire and is required to obtain both USDOT registration and operating authority registration from the Federal Motor Carrier Safety Administration. ~~icensed and registered in a state other than Idaho.~~ Examples of Interstate Licensed GTSPs include ~~Sshuttles or Tfour Bbuses that transport passengers across a State boundary, based out Utah or Wyoming.~~

“Non-GTSP Provider” shall mean TNC vehicle and Private Event Shuttles or vans with prearranged drop offs or pick-ups. A Non-GTSP Provider may not solicit passengers on Airport Property under any circumstances.

SECTION 1. LAWS, ORDINANCES, ETC. All GTSPs, including but not limited to, taxis, buses, vans and limousines, shall comply with all existing federal, state, City of Hailey and FMAA regulations, ordinances and licensing requirements.

SECTION 2. PERMITS AND FEES.

A. All Class 1 GTSPs:

- a. Must ~~shall~~ hold a current, valid Service Business License with the City of Hailey for Auto Transportation Service; ~~prior to applying for~~ apply for a Friedman Memorial Airport Ground Transportation Service Provider Permit.
- b. Must hold a current, valid Class 1 All GTSP that ~~operate at the airport, except those operating under Idaho State Statute, Title 49, Chapter 37 Transportation Company Services Act shall obtain a~~ Friedman Memorial Airport Ground Transportation Service Provider Permit (“Class 1 GTSP Permit”). Class 1 GTSP Permits shall be re-issued on an annual basis. The A permit year shall be from January 1 through December 31. Processing of completed permit applications may take up to two weeks.
- c. Class 1 GTSPs must meet the reasonable needs of the traveling public. Any provider who ~~suspends service for more than 60 days may be subject to revocation of operating privileges.~~
~~GTSP must meet the reasonable needs of the traveling public. Any provider who suspends service for more than 60 days may be subject to revocation of operating privileges.~~
- d. Class 1 GTSPs are subject to fees as adopted and/or amended from time to time by the FMAA. Failure to pay fees shall result in the immediate revocation of the GTSP’s permit. All annual licensing, processing, security and other applicable fees shall be paid at the time of permit issuance and shall not be pro-rated and are non-refundable.

B. Class 2 GTSPs:

- a. Must hold a current, valid Class 2 Friedman Memorial Airport Ground Transportation Service Provider Permit (“Class 2 GTSP Permit”). Class 2 GTSP Permits are issued under an

abbreviated application process. Class 2 GTSP Permits shall be re-issued on an annual basis. The permit year shall be from January 1 through December 31. Processing of completed permit applications may take up to two weeks.

- b. Class 2 GTSPs are subject to fees as adopted and/or amended from time to time by the FMAA. Failure to pay fees shall result in the immediate revocation of the GTSP's permit. All annual licensing, processing, security and other applicable fees shall be paid at the time of permit issuance and shall not be pro-rated and are non-refundable.

C. Interstate Licensed GTSPs

- a. Must hold current valid licenses issued by the state in which the vehicle is registered;

D. Non-GTSP Providers:

- a. In order for Non-STSP Providers to access and utilize designated and drop-off/pick-up areas at the Airport, a Non-GTSP Provider must obtain an Airport Verification Sticker from the Airport and have said sticker displayed on the Non-GTSP Provider vehicle.
- b. Airport Verification Stickers shall be issued by the Airport upon a showing by the Non-GTSP Provider it complies with all requirements of the Idaho Transportation Network Company Services Act (Idaho Code §§ 49-3701 et seq.) or qualifies as a Private Event Shuttle.

SECTION 3. INSURANCE.

- A. All GTSPs (both Class 1 and Class 2) ground transportation service provider shall, at their own expense, procure and keep in force at all times during the term of the permit issued under this Regulation, insurance written by an insurer satisfactory to the Airport Manager, insuring the GTSP, the City of Halley, Blaine County and the FMAA against all costs, liability and expense on account of injury or death of a person or persons or damage to or destruction of property caused by or connected with the GTSP's operation of a ground transportation service at the Airport in an amount of not less than one million five hundred thousand dollars (\$1,000,000) per occurrence.[LE1] GTSP Policies must provide that all drivers utilizing the GTSP vehicles are covered under the Policy.**

The comprehensive general public liability and property damage and vehicle insurance required under this section shall name the City of Halley, Blaine County, FMAA, their agents and employees as parties insured and the Airport Manager shall be furnished with a certificate to the

effect that such insurance shall not be changed or canceled without thirty days' prior written notice to the Airport Manager. The vehicle insurance policy shall list all vehicles by description (make, model, color, year), license plate and vehicle identification number.

B. Interstate Licensed GTSPs must maintain insurance as required by the state in which their vehicle is registered.

C. Non-GTSP Providers must maintain insurance as required by Idaho State Law.

SECTION 4. SECURITY THREAT ASSESSMENT/AIRPORT ACCESS.

A. All GTSPs (both Class 1 and Class 2): Every GTSP driver shall make application to the Airport Security Coordinator to complete an Airport Security Threat Assessment (STA) and complete an Airport Identification badging process. No driver shall be allowed to operate without a completed STA and badging process. Drivers are required to wear their Airport Identification badge on the exterior of their clothing and in an outward facing position at all times while at the Airport. If requested, driver shall display their badge for closer viewing. Airport Identification badge processing time could take up to two weeks.

GTSP's drivers shall enter and exit the Airport Terminal parking with the use of the Airport Identification badge issued to the driver. If requested, the GTSP shall stop and allow attendants at the parking booth to view GTSP driver's Airport Identification badge.

Any driver utilizing a badge not issued to them specifically or providing their Airport Identification badge to anyone else for use may shall be immediately suspended.

B. Interstate Licensed GTSPs shall make arrangements at least 24 hours in advance with Airport Management prior to loading or unloading passengers at Friedman Memorial Airport. Said providers shall enter and exit the Airport by the same means as the general public and shall be responsible for the payment of all parking fees.

C. Non-GTSP Providers shall enter and exit the Airport by the same means as the general public and shall be responsible for the payment of all parking fees.

SECTION 5. REGULATIONS APPLICABLE TO CLASS 1 GSTPs:

A. DISPLAY OF AUTO TRANSPORTATION LICENSE. All Class 1 GTSP's shall display their City of Hailey

issued Auto Transportation service driver's license in the vehicle in a location that is visible from all areas of the vehicle.

~~SECTION 6. SCHEDULE OF FARES.~~ Class 1 GTSPs shall display their City of Hailey approved schedule of fares in a location that is visible from all areas of the vehicle and in print size large enough to be read from all areas of the vehicle. Fares and baggage fees shall be prepared and presented in a professionally printed manner and must be easily interpreted by passengers who are unfamiliar with the areas serviced. Any surcharges shall be calculated and reflected clearly in the base rates.

B.

C. SOLICITATION. All customers have the right to choose the GTSP they hire. No preference to position in the staging area shall be assumed. No GTSP shall be allowed to solicit customers. Solicitation shall be deemed to include, but is not limited to, loud verbal communications to attract prospective clients or the display or waving of signs or signaling. Customers shall have the right to approach any GTSP and inquire as to rates and fares from any provider without unsolicited negotiation by another GTSP. No physical approach to the prospective customer or customer's luggage shall be made until the customer has hired the GTSP.

D. VEHICLES. All vehicles must be owned by and registered to the GTSP. Any vehicle in the GTSP's fleet that operates at the Airport shall require a vehicle operating permit. Each permit shall be assigned to the vehicle's license plate and vehicle identification number and are not transferable. All permits displayed on the vehicles must be current and any expired permits must be removed within ten days of expiration/termination.

All GTSP vehicles shall be clearly identified as such by prominent marking that clearly identifies the GTSP by their permitted name and phone number on both sides and back of the vehicle at eye level. All lettering required to be affixed to the exterior of the vehicle shall be at two inches (2") in height and shall be of a color that is in clear contrast to the dominant color of the color scheme.

Vehicles shall be in good operating order and free of mechanical defects [1.7.2]; said vehicles shall be kept clean, neat, attractive inside and out and shall be smoke free. Vehicles shall be inspected and approved for safety by an automobile mechanic approved by the Airport Manager.

Proof of such inspection shall be submitted with annual GFSP application and by June 1st of the permit year. Minimum vehicle condition requirements are as follows:

A. Mechanical:

1. Tires - Tires must not have cuts, breaks, or show excessive uneven wear. Tire wear bars must not be showing. Tire tread depth shall not be less than two/thirty-seconds (2/32) of an inch of an original tire. The vehicle must have a spare tire, fully inflated, and in the same condition as required above. Tires must all be of the same type (either radial or bias).

2. Body Condition - The body must be in good condition, free of holes, dents or torn metal. Both a front and rear bumper must be firmly attached. No extensive unrepaired body damage shall be allowed. Vehicle shall be completely and properly painted. No rust shall be visible. All replacement parts shall match existing and be color matched to existing paint.

3. Lights - Headlights shall be intact and operable on both high and low beam. Tail lights, parking lights, brake lights, top light, and signal lights shall be intact and operable. An interior lights capable of illuminating the interior shall be operable.

4. Wipers - Both windshield wipers shall be in good condition, and operable.

5. Brakes - Both the parking brake and all four wheel brakes must be in good condition and operable. Brake shoes or pads must have a safe amount of wear left. Break pedal travel shall be no more than two and one half (2 1/2) inches.

6. Steering - There shall not be more than three inches of free play when turning the steering wheel from one side to the other.

7. Exhaust System - Mufflers shall not have any holes, and shall be firmly attached to the exhaust and tail pipes. Exhaust pipes shall be firmly attached to the engine, and free of leaks. Tail pipes shall extend beyond the passenger compartment, fully to the rear of the vehicle. All emission control devices shall be attached and in proper working order.

8. Windows - The windshield shall be free of cracks or chips that interfere with the driver's vision and shall not extend more than ¼ the window width. Door windows shall be free of cracks and operable as they were intended by the manufacturer.

9. Door Handles - All door handles and latches shall be operable from both the inside and outside of the vehicle.

10. Seat Belts - The vehicle shall be equipped with sufficient seat belts to provide safety to each passenger, and be in accordance with Idaho law.

11. Suspension - The suspension system shall be maintained so that there are no broken or weak springs, or weak or defective shock absorbers.

B. Appearance

1. Engine Compartment - The engine compartment shall be kept reasonably clean and free of uncontained combustible material.

2. Exterior - The exterior shall be kept clean and well maintained. No vehicle shall have unauthorized signs, markings or stickers affixed thereto.

3. Interior - The interior shall be kept clean and free of litter. The seats, headliner, upholstery and carpet shall be kept clean and free of dirt, stains, holes and tears. Replacement materials shall match the existing color scheme.

4. Vehicles shall be free of noxious, unhealthy or unpleasant odors, fumes, stench, and smells including, but not limited to, urine, feces, smoke, fuel and vomit.

E.

SECTION 67. REGULATIONS APPLICABLE TO CLASS 1 and CLASS 2 GTSPs:

A. DRIVER/EMPLOYEE CONDUCT/CUSTOMER SERVICE. GTSP shall maintain a high standard of service to the public and project an acceptable level of professionalism and competency. The performance of such obligations shall be determined by the Airport Manager or his designated representative(s). While in the staging area, all GTSP drivers shall remain within five feet of their vehicles until they have been approached and hired for service. Once hired, ~~d~~Driver may accompany and assist a passenger with their luggage from the curb/sidewalk area. Drivers are not allowed in the Airport Terminal except as allowed in ~~Section 6,C and 79 and Section 15~~, without explicit permission from the Airport Manager. ~~Courtesy vehicle drivers are exempt from this requirement. Courtesy vehicle drivers shall be defined as those who do not charge a fare for airport transportation and do not compete with any Airport tenants.~~

No GTSP shall sleep in his vehicle or permit any other person to sleep therein while vehicle is staged at the Airport. No driver shall smoke or use tobacco products or any other product that has the appearance of a cigarette, pipe or equivalent while in the staging areas.

B. DRIVER DRESS CODE/APPEARANCE. GTSPs are required to present a professional appearance.

Drivers shall be hygienically clean and well groomed. Hair, beards and mustaches shall be kept clean and neatly trimmed. Drivers shall wear uniforms that are style consistent, company identifying (print screen or embroidery only, no patches), weather appropriate, sized properly for their function and, at a minimum, shall include:

1. Collared shirt or blouse, either short or long sleeve
2. Dark colored casual dress, denim pants or casual dress knee-length shorts
3. Dark colored closed toe shoes (socks required) or sandals
4. Hats, jackets, insulated coats, vests or other similar type outerwear
5. Nametag

Uniforms shall be "like new", clean and wrinkle free. Uniforms that are torn, dirty, faded or frayed are not acceptable. Vests or similar outerwear shall not eliminate the requirement to provide company identifying winter appropriate attire. Any GTSP deviation to the above specified dress code

must have prior approval by the Airport Manager.

GTSP shall not employ drivers who use improper language or act in a loud, boisterous or otherwise improper manner. GTSP shall re-assign any employee whose conduct is disruptive or detrimental to the best interests of the Airport upon notification by the Airport Manager or his representative.

C. **RESERVATIONS.** Any Class 1 GTSP driver holding a with a bone fide reservation, and any Class 2 GTSP may enter the passenger terminal, and stand only in the area designated for GTSP reservations and shall display a sign with only the name of their company and the name of their reservation customer. GTSPs shall not wave their sign or solicit their customer in any other manner. GTSP shall not roam, stand or sit in any area of the Airport other the designated reservation area. GTSPs shall not interfere with another GTSP's reservation. A GTSP with a reservation shall only pick up their named reservation while in the passenger terminal and shall not solicit any other fares. Once the reservation arrives, the GTSP may assist their reservation with luggage. Staging of vehicles shall be subject to Section 6.D Staging.

D. **STAGING.** While awaiting arriving passengers at the air passenger terminal, all GTSP vehicles shall park in the stalls designated by signage as reserved for this function. All vehicles shall park in these stalls "head first", rather than "backing in". All vehicles shall be parked fully in the stall so as not to impede visibility of potential customers and other GTSPs. The stalls are designed so that drivers can pull straight out of the stalls to depart the Airport.

When a space in the designated ground transportation parking area is vacated, remaining GTSP drivers shall not back out of their present space to relocate to a new space. If a driver wants to reposition, he/she shall drive forward and follow the parking lot configuration, cycle around and re-enter the ground transportation parking area. If there are GTSPs in the south staging areas as described below, the driver must comply with the first come, first served entry requirements. In the event that all available GTSP parking stalls are occupied or if there are more than two vehicles from one GTSP, excess vehicles shall proceed to the extreme south portion of the parking lot and line up on the far southeast end of the parking lot until spaces become available in the appropriate parking area. Vehicles staged on the southeast portion of the parking lot shall proceed in a first come, first served basis.

GTSPs with reservations that intend to leave their vehicle unattended while they are meeting customers in the terminal reservations area shall park their vehicle in parking stalls that have been reserved for this function. Once the customer with a reservation has been loaded, GTSP shall immediately exit the staging areas.

GTSPs using buses shall make arrangements at least 24 hours in advance with Airport Management prior to loading or unloading passengers at Friedman Memorial Airport.

Staging operations at Atlantic Aviation shall be coordinated with and at the discretion of Atlantic Aviation.

E. UNLOADING PASSENGERS. GTSP, except those using buses, may utilize curbside areas for the purpose of unloading passengers and/or luggage except in areas that are marked for fire, shuttle or non-loading areas. Once unloaded, the GTSP must exit this area immediately. Vehicles parked in this area shall not be left unattended. GTSPs are prohibited from accompanying passengers and/or their luggage beyond the unloading/curbside area. GTSPs shall not solicit fares while unloading.

F. LUGGAGE TRANSPORT. GTSP shall either receive baggage in the staging area directly from air carrier personnel, on the far southeast portion of the parking lot adjacent to the waste receptacles along the fenced/shielded area. GTSP shall not block the waste receptacles. GTSP can only conduct baggage transport operations between flights. If GTSP enters the passenger terminal between flights, GTSP shall be subject to Section 7 Use of Services/Facilities requirements.

GTSP shall only handle luggage when under the direct supervision of air carrier personnel and shall not enter the airline counter areas.

~~**SECTION 8. SOLICITATION.** All customers have the right to choose the GTSP they hire. No preference to position in the staging area shall be assumed. No GTSP shall be allowed to solicit customers. Solicitation shall include and is not limited to loud verbal communications to attract prospective clients or the display or waving of signs or signaling. Customers shall have the right to approach GTSP and inquire as to rates and fares from any provider without unsolicited negotiation by another GTSP. No physical approach to the prospective customer or customer's luggage shall be made until the customer has hired the GTSP.~~

~~**SECTION 9. RESERVATIONS.** GTSP is allowed to enter the passenger terminal, stand only in the area designated for GTSP reservations and shall display a sign with only the name of their company and the name of their customer. GTSP shall not wave their sign or solicit their customer in any other manner. GTSP may not roam, stand or sit in any area other the designated reservation area, wave the sign or solicit their customer in any other manner. Other GTSPs shall not interfere with another GTSP's reservation. GTSP with a reservation shall only pick up their named reservation while in the passenger terminal and shall not solicit any other fares. Once the reservation arrives, the GTSP may assist their reservation with luggage. Staging of vehicles shall be subject to Section 13. Staging.~~

~~**SECTION 10. DRIVER DRESS CODE/APPEARANCE.** GTSPs are required to present a professional appearance. Drivers shall be hygienically clean and well-groomed. Hair, beards and mustaches shall be kept clean and neatly trimmed. Drivers shall wear uniforms that shall be style consistent, company identifying (print screen or embroidery only, no patches), weather appropriate, sized properly for their function and, at a minimum, shall include:~~

- ~~1. Company identifying Collared shirt or blouse, either short or long sleeve~~
- ~~2. Dark colored Casual dress, or dark denim pants or casual dress knee length or Bermuda shorts~~
- ~~3. Dark colored Closed toe shoes (socks required) or sandals~~
- ~~4. Company identifying ats, jackets, insulated coats, vests or other similar type outerwear~~
- ~~5. Nametag~~

~~Uniforms shall be "like new", clean and wrinkle free. Uniforms that are torn, dirty, faded or frayed are not acceptable. Vests or similar outerwear shall not eliminate the requirement to provide company identifying winter appropriate attire. Any GTSP deviation to the above specified dress code must have prior approval by the Airport Manager.~~

~~GTSP shall not employ drivers who use improper language or act in a loud, boisterous or otherwise improper manner. GTSP shall re-assign any employee whose conduct is disruptive or detrimental to the best interests of the Airport upon notification by the Airport Manager or his representative.~~

~~**SECTION 11. VEHICLES.** All vehicles must be owned by and registered to the GTSP. Any vehicle in the GTSP's fleet that operates at the Airport shall require a vehicle operating permit. Each permit shall be assigned to~~

~~the vehicle's license plate and vehicle identification number and are not transferable. All permits displayed on the vehicles must be current and any expired permits must be removed within ten days of expiration/termination.~~

~~All GTSP vehicles shall be clearly identified as such by prominent marking that clearly identifies the GTSP by their permitted name and phone number on both three sides and back of the vehicle at eye level. All lettering required to be affixed to the exterior of the vehicle shall be at two inches (2") in height and shall be of a color that is in clear contrast to the dominant color of the color scheme and shall be visible at least 100 feet away.~~

~~_____ Vehicles shall be in good operating order and free of mechanical defects [1.23]; said vehicles shall be kept clean, neat, attractive inside and out and shall be smoke free. Vehicles shall be inspected and approved for safety by an automobile mechanic approved by the Airport Manager. Proof of such inspection shall be submitted with annual GTSP application and by June 1st of the permit year. Minimum vehicle condition requirements are as follows:~~

~~A. Mechanical:~~

- ~~1. Tires—Tires must not have cuts, breaks, or show excessive uneven wear. Tire wear bars must not be showing. Tire tread depth shall not be less than two/thirty seconds (2/32) of an inch of an original tire. The vehicle must have a spare tire, fully inflated, and in the same condition as required above. Tires must all be of the same type (either radial or bias).~~
- ~~2. Body Condition—The body must be in good condition, free of holes, dents or and torn metal. Both a front and rear bumper must be firmly attached. No extensive unrepaired body damage shall be allowed. Vehicle shall be completely and properly painted. No rust shall be visible. All replacement parts shall match existing and be color matched to existing paint.~~
- ~~3. Lights—Headlights shall be intact and operable on both high and low beam. Tail lights, parking lights, brake lights, top light, and signal lights shall be intact and operable. An interior lights capable of illuminating the interior shall be operable.~~
- ~~4. Wipers—Both windshield wipers shall be in good condition, and operable.~~
- ~~5. Brakes—Both the parking brake and all four wheel brakes must be in good condition and operable. Brake shoes or pads must have a safe amount of wear left. Break pedal travel shall be no more than two and one half (2 1/2) inches.~~

6. Steering— There shall not be more than three inches of free play when turning the steering wheel from one side to the other.
7. Exhaust System— Mufflers shall not have any holes, and shall be firmly attached to the exhaust and tail pipes. Exhaust pipes shall be firmly attached to the engine, and free of leaks. Tail pipes shall extend beyond the passenger compartment, fully to the rear of the vehicle. All emission control devices shall be attached and in proper working order.
8. Windows— The windshield shall be free of cracks or chips that interfere with the driver's vision and shall not extend more than $\frac{1}{4}$ the window width. Door windows shall be free of cracks and operable as they were intended by the manufacturer.
9. Door Handles— All door handles and latches shall be operable from both the inside and outside of the vehicle.
10. Seat Belts— The vehicle shall be equipped with sufficient seat belts to provide safety to each passenger, and be in accordance with Idaho law.
11. Suspension— The suspension system shall be maintained so that there are no broken or weak springs, or weak or defective shock absorbers.

B. Appearance

1. Engine Compartment— The engine compartment shall be kept reasonably clean and free of uncontained combustible material.
2. Exterior— The exterior shall be kept clean and well maintained. No vehicle shall have unauthorized signs, markings or stickers affixed thereto.
3. Interior— The interior shall be kept clean and free of litter. The seats, headliner and upholstery and carpet shall be kept clean and free of dirt, stains, holes and tears. Replacement materials shall match the existing color scheme.
4. Vehicles shall be free of noxious, unhealthy or unpleasant odors, fumes, stenches, and smells including, but not limited to, urine, feces, smoke, fuel and vomit.

~~**SECTION 12. UNLOADING PASSENGERS.** GTSP, except those using buses, may utilize any curbside areas for the purpose of unloading passengers and/or luggage except in areas that are marked for fire, shuttle or non loading areas. Once unloaded, the GTSP must exit this area immediately. Vehicles parked in this area shall not be~~

~~left unattended. GTSPs are prohibited from accompanying passengers and/or their luggage beyond the unloading/curbside area. GTSP shall not solicit fares while unloading.~~

~~**SECTION 13. STAGING.** While awaiting arriving passengers at the air passenger terminal, all GTSP vehicles shall park in the stalls designated by signage as reserved for this function. All vehicles shall park in these stalls "head first", rather than "backing in". All vehicles shall be parked fully in the stall so as not to impede visibility of potential customers and other GTSPs. The stalls are designed so that drivers can pull straight out of the stalls to depart the Airport.~~

~~When a space in the designated ground transportation parking area is vacated, remaining GTSP drivers shall not back out of their present space to relocate to a new space. If a driver wants to reposition, he/she shall drive forward and follow the parking lot configuration, cycle around and re-enter the ground transportation parking area. If there are GTSPs in the south staging areas as described below, the driver must comply with the first come, first served entry requirements.~~

~~In the event that all available GTSP parking stalls are occupied or if there are more than two vehicles from one GTSP, excess vehicles shall proceed to the extreme south portion of the parking lot and line up on the far southeast end of the parking lot next to the Airport Operations building until spaces become available in the appropriate parking area. Vehicles staged on the southeast portion of the parking lot shall proceed in a first come, first served basis.~~

~~GTSPs with reservations that intend to leave their vehicle unattended while they are meeting customers in the terminal reservations area shall park their vehicle in parking stalls that have been reserved for this function. Once the customer with a reservation has been loaded, GTSP shall immediately exit the staging parking areas.~~

~~GTSPs using buses shall make arrangements at least 24 hours in advance with Airport Management prior to loading or unloading passengers at Friedman Memorial Airport.~~

~~Staging operations at Atlantic Aviation shall be coordinated with and at the discretion of Atlantic Aviation.~~

~~**SECTION 14. LUGGAGE TRANSPORT.** GTSP shall either receive baggage in the staging area directly from air carrier personnel, on the far southeast portion of the parking lot adjacent to the waste receptacles along the fenced/shielded area. GTSP shall not block the waste receptacles, or GTSP can only conduct baggage transport operations between flights. If GTSP enters the passenger terminal between flights, GTSP shall be subject to Section 15. Use of Services/Facilities requirements.~~

_____ GTSP shall only handle luggage when under the direct supervision of air carrier personnel and shall not enter the AOA airline counter areas.

SECTION 715. USE OF AIRPORT SERVICES/FACILITIES. GTSP's shall not be allowed to use the facilities and services within the passenger terminal during the time that commercial flights are at the gates or when air carrier contracted bussing companies are unloading or before baggage and not until all baggage has been cleared from the baggage claim area [LE4]. While in the terminal, the GTSP shall not engage in solicitation of fares. As the GTSP is not available for hire during this time, GTSP shall not park their vehicle in the staging area and shall relocate their vehicle to the fenced area south of the terminal adjacent to the waste receptacles a public parking stall. Upon returning to the vehicle, the driver shall be subject to 6.D Section 13, Staging requirements.

SECTION 816. VIOLATION. The Airport Manager shall have the authority, at his sole discretion, to temporarily suspend a GTSP's operating privileges for up to ten (10) days and/or impose a penalty of up to \$50.00 per day the violation continues pending a hearing by the FMAA Board if he determines that a believes the GTSP has violated this Regulation in a manner which may subject the traveling public to danger or which may have a negative effect on Airport Operations. Any suspension or penalty imposed by the Manager shall be subject to the right of appeal by the GTSP to the FMAA board at its next regularly scheduled meeting. Continuing violations

_____ Any violation of this Regulation may result in the loss of prepaid permit fees and revocation or suspension of all operating privileges at Friedman Memorial Airport.

In addition, any violation of this Regulation may result in a conviction of a misdemeanor under City of Hailey Ordinances.

This Amended Regulation shall be in full force and effect from and after its passage, approval and publication.

PASSED AND ADOPTED BY THE FRIEDMAN MEMORIAL AIRPORT AUTHORITY this ____ day
of _____, 20142017.

Don Keirn Ronald E. Fairfax, Chairman