

**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, April 3, 2018 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
April 3, 2018**

- I. APPROVE AGENDA**
- II. PUBLIC COMMENT (10 Minutes Allotted)**
- III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. March 6, 2018 Regular Meeting – Motion to Approve – **Attachment #1**
- IV. REPORTS**
 - A. Chairman Report
 - B. Blaine County Report
 - C. City of Hailey Report
 - D. Fly Sun Valley Alliance Report
 - E. Airport Manager Report
- 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. ACTION**
 - A. NEW BUSINESS
 - 1. Renewal of Southern Wood River Valley Fire Service Automatic Aid Agreement – **Attachment #6**
 - 2. Additional New Business Action after Executive Session
 - B. CONTINUING BUSINESS
 - 1. None
- VII. DISCUSSION AND UPDATES**
 - A. NEW BUSINESS
 - 1. Potential Operations of New Global Express 7000 at SUN
 - 2. Enforcement of Regulations with Ground Transportation Service Providers
 - B. CONTINUING BUSINESS
 - 1. FAA Letter to the City of Bellevue regarding Air Traffic Procedures at SUN – **Attachment #7**
 - 2. Construction and Capital Projects
 - i. Runway Pavement Maintenance
 - ii. Terminal Air Carrier Apron and Parking Lot Improvements
 - 3. Airport Planning Projects
 - i. Environmental Assessment for Runway Protection Zone and Obstruction Removal
 - 4. Misc.
 - i. Terminal Concession Services - Request for Proposal (RFP)
 - ii. Communications - Request for Proposal (RFP)
- 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. ACTION – Continued**
 - A. NEW BUSINESS
 - 2. Offer to Acquire Interest in Approach/RPZ Land
- XI. ADJOURNMENT**

III. FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:

- A. March 6, 2018 Regular Meeting – Motion to Approve - **Attachment #1**

IV. REPORTS

- A. Chairman Report

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

- B. Blaine County Report

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

- C. City of Hailey Report

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

- D. Fly Sun Valley Alliance Report

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

- E. Airport Manager Report

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

V. AIRPORT STAFF BRIEF - (5 Minutes Allotted)

- A. Noise Complaints in March 2018

LOCATION	DATE	TIME	AIRCRAFT TYPE	INCIDENT	ACTION/RESPONSE
Bellevue	3/15/2018	1:30 p.m.	Jet	Low flying jet at about 500 ft. over the house.	Ops Manager discussed incident with tower and narrowed it down to 3 possible operators. There was a large low cloud bank at the south end of the airfield and determined that they ducked under it to get out. Called the person back and discussed the incident with him. He stated that he had never see this happen before and was concerned the aircraft was experiencing problems.

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

Attachment #2 is Friedman Memorial Airport Profit & Loss Budget vs. Actual (unaudited)

Attachment #3 is 2001 - 2017 ATCT Traffic Operations data comparison by month

Attachment #4 is 2018 Enplanement, Deplanement and Seat Occupancy data

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

January 2017/2018

Total Non-Federal Revenue	January 2018	\$392,824.68
Total Non-Federal Revenue	January, 2017	\$390,006.71
Total Non-Federal Revenue	FY '18 thru January	\$1,119,821.24
Total Non-Federal Revenue	FY '17 thru January	\$1,027,274.71
Total Non-Federal Expenses	January, 2018	\$243,327.72
Total Non-Federal Expenses	January, 2017	\$306,380.36
Total Non-Federal Expenses	FY '18 thru January	\$1,018,220.35
Total Non-Federal Expenses	FY '17 thru January	\$1,007,251.76
Net Income to include Federal Programs	FY '18 thru January	\$186,319.85
Net Income to include Federal Programs	FY '17 thru January	\$-63,011.58

C. Airport Commercial Flight Interruptions (unofficial):

AIRLINE	FLIGHT CANCELLATIONS	FLIGHT DIVERSIONS
	March 1 through March 28	
Alaska Airlines	1	None
Delta	2	7
United	5	16

D. Review Correspondence – **Attachment #5**

Attachment #5 is included for Board review.

VI. **ACTION**

A. **NEW BUSINESS**

1. **Renewal of Southern Wood River Valley Fire Service Automatic Aid Agreement – Attachment #6**

Staff is requesting Board approval to renew (**Attachment #6**) the Southern Wood River Valley Fire Service Automatic Aid Agreement for an additional three years.

Action requested: Consider a Motion to authorize Chairman execution.

2. Additional New Business Action after Executive Session

B. CONTINUING BUSINESS

1. None

VII. DISCUSSION AND UPDATES

A. NEW BUSINESS

1. Potential Operations of New Global Express 7000 at SUN

The Airport Manager has recently been contacted by Bombardier Aerospace regarding potential operations of the new Global Express 7000 at SUN. The aircraft is currently in initial flight testing and is scheduled to go into production in approximately 10-12 months. According to Bombardier, at least one potential buyer of the aircraft is a frequent visitor to the airport and the sale may be contingent upon the ability of the aircraft to operate at SUN.

While the aircraft will be able to meet the airport's 95,000 lbs. weight restriction, its wingspan is 104 ft. Our current Modification to Standard (MOS) for Parallel Taxiway Object Free Area was approved based on a wingspan of 100 ft. because there was no aircraft in the fleet that was at or below our weight restriction with a wingspan greater than 100 ft. However, the MOS did anticipate the future potential of an aircraft such as the Global 7000 operating at SUN and language was included in the MOS to potentially allow operations of such an aircraft contingent upon the implementation of an operational procedure.

The airport manager has discussed the history of this issue with the previous Airport Manager, our engineer, and the FAA Airports District Office (ADO) for perspective. This issue has also been discussed with the Board chairman. The number of operations of the aircraft is expected to be minimal. The airport manager is coordinating closely with the FAA to understand any issues or concerns about possible future operations at SUN. Additional information has been provided to the FAA upon their request.

Staff is seeking discussion with the Board regarding this matter.

2. Enforcement of Regulations with Ground Transportation Service Providers

As the Board is aware, parking lot management has been transitioned to The Car Park. A responsibility of The Car Park will be enforcement of our regulations for Ground Transportation Service Providers (GTSP). Prior to full transition of full GTSP regulation enforcement, staff is working through various challenges with some GTSP as it relates to meeting our regulations.

Staff desire to provide the Board a brief update on the challenges we are facing and discuss continued enforcement efforts.

B. CONTINUING BUSINESS

1. FAA Letter to the City of Bellevue regarding Air Traffic Procedures at SUN – **Attachment #7**

As included in the March Board packet and briefly discussed by Chairman Keirn at the March meeting, a letter dated February 8, 2018, was sent by the City of Bellevue to the FAA regarding air traffic procedures at SUN. The basis of Bellevue's letter to the FAA was regarding a document authored by a local resident critical of SUN air traffic procedures.

FMAA had previously submitted a formal response to Mayor Koch regarding the critical air traffic document back on November 9 and again on November 27, 2017. It did not appear FMAA's formal response was included in the February 8 Bellevue letter to the FAA for balance. Based on this apparent omission, FMAA forwarded both the Bellevue air traffic document and FMAA's formal response directly to the FAA regional air traffic office in Auburn, Washington, for review and comment by the FAA on February 26, 2018.

The FAA has sent a response to the City of Bellevue regarding their February 8 letter. The FAA response letter to Bellevue was included in their March 26, 2018, City Council meeting packet. The letter is included as **Attachment #7**.

As articulated in the letter, the FAA's findings are in alignment with our expectations, and it is a direct statement to Bellevue that the airport's air traffic procedures have been reviewed, the performance of our tower and team in the tower is in compliance with all FAA requirements, is professional, and most importantly, safe, and there are no open issues the FAA is holding.

Any formal response from the FAA to FMAA regarding our February 26 letter will be provided to the Board if/when received.

2. Construction and Capital Projects

- i. Runway Pavement Maintenance

REMINDER: The final pavement markings for the runway and apron are tentatively scheduled for June 5 and 6, 2018. The runway will need to be closed to complete the work, and the closure schedule is as follows: June 5th – the Runway will be closed from 8:15 am until 9:00 pm; June 6th – the Runway will be closed from 8:15 am until approximately 5:00 pm. This schedule allows early morning and late evening use of the airport for commercial service and GA traffic each of the two work days.

No presentation or discussion of this topic is planned for the meeting.

- ii. Terminal Air Carrier Apron and Parking Lot Improvements

Idaho Materials and Construction, the contractor for this project, began mobilizing the week of March 26th and work will begin on April 2, 2018. The first element of work will be construction of the temporary road for access to the parking lot during construction of the other project elements. As soon as the

access road is complete (estimated to be 3-5 days), the existing entrance to the parking lot will be closed to allow construction of the first phase of the project, which is anticipated to up to three weeks. A more detailed update on the project will be provided at the board meeting.

3. Airport Planning Projects

- i. Environmental Assessment for Runway Protection Zone and Obstruction Removal

The cultural resources report and Chapters 1-3 of the Environmental Assessment report have been revised as discussed at the March board meeting and submitted to FAA for review. FAA is coordinating with the State Historical Preservation Office regarding the cultural resources impacts of the project and is reviewing the chapters. We hope to have comments back and the draft EA ready to publish by May 1 with a public hearing at the June meeting. A brief status update will be provided at the board meeting.

4. Misc.

- i. Terminal Concession Services Request for Proposal (RFP)

Staff has received proposals from The Coffee House and 7 Fuego for the terminal concession services RFP. Both proposals have been provided to the selection committee for review and the Board should anticipate an update at the meeting.

- ii. Communications Request for Proposal (RFP)

The Communications RFP was published in early March. The deadline for submittals is April 5. An update and perhaps a recommendation by the Communication selection committee to the full Board regarding a preferred communications team will be made at the May meeting.

VIII. PUBLIC COMMENT

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

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

X. ACTION – Continued

A. NEW BUSINESS

2. Offer to Acquire an Interest in Approach/RPZ Land

This item is for the Board to discuss a potential offer to the landowner on the south end of the airport to acquire an interest in approach/RPZ land.

Action Requested: Consideration of a formal offer to the land owner south of the airport to acquire an interest in approach/RPZ land.

XI. ADJOURNMENT

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

**March 6, 2018
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chairman – Don Keirn, Vice-Chairman – Jacob Greenberg, Treasurer – Ron Fairfax, Board - Fritz Haemmerle (Teleconference), Angenie McCleary
FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Chris Pomeroy, Contracts/Finance Administrator – Lisa Emerick, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Administrative Assistant – Cecilia Vega, Administrative Assistant IT Services Coordinator – April Matlock; Administrative Assistant/Alternate Security Coordinator – Roberta Christensen
CONSULTANTS: T-O Engineers – Dave Mitchell; Centerlyne – Candace Crew
AIRPORT TENANTS/PUBLIC: GCA – John Strauss; The Coffee House – Roy Clark; FHR – Marc Reinneman; Comp Plan – Len Harlig; Lisa Phillips
AIRPORT LEGAL COUNSEL:
PRESS: Idaho Mountain Express – Joshua Murdock

CALL TO ORDER:

The meeting was called to order at 5:32 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. February 13, 2018 Regular Meeting (See Brief)

The February 13, 2018 Friedman Memorial Airport Authority Meeting Minutes were approved as presented.

MOTION:

Made by Board Member McCleary to approve the February 13, 2018 Friedman Memorial Airport Authority Regular Meeting Minutes as presented. Seconded by Vice-Chairman Greenberg.

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. Fly Sun Valley Alliance Report

No Report.

E. FMAA Treasurer’s Report (See Power Point Presentation)

Board Member Fairfax briefed the Board on the Profit & Loss Year to Date (YTD) Comparison for Fiscal Year 2018. He commented that the budget performance was better than predicted with a fiscal year end net income of \$279,500.88.

F. Airport Manager Report (See Power Point Presentation)

Airport Manager Pomeroy briefed the Board on the following:

- The Trump Administration published the proposed fiscal year 2019 budget that did not include language guaranteeing full and dedicated funding for the Contract Tower Program. Also, the Air Tower Control (ATC) privatization bill has been taken out of the House of Representatives for Federal Aviation Administration (FAA) reauthorization.
- The President’s Day Weekend was successful with minor weather impacts. Communication and coordination efforts with the FAA Air Route Traffic Control Center in Salt Lake City (ZLC) are ongoing and anticipated to improve to reduce negative impacts to the Airport.
- The first element of the Air Traffic Control Tower (ATCT) Replacement Alternatives Analysis is expected to be completed in the next few weeks. Board Member Schoen is currently visiting the FAA offices in Washington D.C. and plans to visit the remote air traffic control tower in Leesburg, VA with Aviation Consultant, Greg Dyer on March 7th.
- The Car Park is operating under the new management agreement effective March 1. During this transition Airport Staff is working with the Parking Lot Consultant, Chris Johnson and The Car Park.
- The SUN Airport Art Committee (SAAC) call to artist has been published and the new artwork is scheduled to be on display May 17, 2018 through November 15, 2018.
- In the April meeting the Board should expect an update on the Concession and Communication Request for Proposal (RFP)’s.

Board Member McCleary asked what flight procedures are followed by aircraft.

Airport Manager Pomeroy responded that the airport and FAA ZLC Center are working together to establish structured routes and procedures for aircraft to manage the flow in and out of the Airport.

V. AIRPORT STAFF BRIEF

A. Noise Complaints (See Brief)

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

C. Airport Commercial Flight Interruptions (unofficial) (See Brief)

E. Review Correspondence (See Brief)

VI. ACTION

A. NEW BUSINESS

1. Consideration of a Mountain West Bank Account and Application for Merchant Card Processing for Terminal Auto Parking.

Airport Manager Pomeroy briefed the Board on the request to open a merchant credit card processing service account with Mountain West Bank.

Contracts/Finance Administrator Emerick briefed the Board, at the request of Board Member Greenberg, that she has requested additional information on the credit card processing system and the fees that will be assessed. When received, she will relay that information to the Lease Committee. She commented that if there is the availability for cost savings it will be pursued.

Vice-Chairman Greenberg commented that large fees are usually associated with third-party credit card processing. He also asked if there would be any prior history of Airport transactions with a credit card vendor for comparison purposes.

Contracts/Finance Administrator Emerick responded that, as the Airport was not the parking lot manager in previous years, transaction history would not be available for comparison; however, credit card transaction fees will be evaluated after an initial period of time.

MOTION: *Made by Board Member Fairfax to approve the opening of a new account with Mountain West Bank and submittal of the application for merchant credit card services. Seconded by Board Member McCleary.*

PASSED UNANIMOUSLY

2. Rental Car Agreement Renewals

Airport Manager Pomeroy briefed the Board that the lease agreements with the car companies are up for renewal. Hertz and Avis would like to renew their agreement and Enterprise has expressed a desire to negotiate a new lease. The Lease Committee has recommended that lease extension offers be sent to the three tenants for their consideration.

Board Member Fairfax commented that the current lease agreements are providing the Airport with sufficient revenue and suggested no need for amendment at this time.

Board Member McCleary asked if Enterprise is seeking a new lease agreement in order to relocate their counterspace position in the terminal.

Vice-Chairman Greenberg responded that the three agencies have equal exposure and that there is a predetermined consumer preference for car rental companies.

MOTION: *Made by Board Member McCleary to approve the lease extension offer to Hertz, Avis, and Enterprise. Seconded by Board Member Fairfax.*

PASSED UNANIMOUSLY

B. CONTINUING BUSINESS

1. Consideration of Procedures for Enacting Airport Regulations (See Brief & PPT)

Airport Manager Pomeroy briefed the Board that the Procedures for Enacting Airport Regulations document has been revised as requested and is now presented for Board approval.

MOTION:

Made by Vice-Chairman Greenberg to approve the Procedures for Enacting Airport Regulations Policy as presented. Seconded by Board Member McCleary

PASSED UNANIMOUSLY

VII. DISCUSSION AND UPDATES

A. NEW BUSINESS (See Power Point Presentation)

1. Letters to the FAA and City of Bellevue regarding Air Traffic Procedures at SUN

Chairman Keirn informed the Board that a packet containing a formal response to a letter submitted to the FAA by the City of Bellevue regarding opposite direction operations at the airport has been submitted to Mr. William Washington at the FAA Regional Air Traffic Office in Auburn, Washington. A letter informing Bellevue Mayor Koch about the letter to Mr. Washington has been sent.

Board Member McCleary asked if the Airport Manager has received any response from the FAA or Mayor Koch.

Chairman Keirn responded that no contact has been received from the FAA.

Airport Manager Pomeroy responded that he has not received a response from Mayor Koch and he does not expect a response from him as the letter was simply to inform him of the action taken by the Board.

B. CONTINUING BUSINESS (See Power Point Presentation)

1. Construction and Capital Projects

i. Runway Pavement Maintenance

Airport Manager Pomeroy reviewed the Airport scheduled closures associated with the upcoming runway pavement maintenance project. The closures will occur on June 5th from 8:15 a.m. to 9 p.m. and June 6th from 8:15 a.m. to 5 p.m.

ii. Terminal Air Carrier Apron and Parking Lot Improvements

Airport Engineer Mitchell briefed the Board on the progress of the Terminal Air Carrier Apron and Parking Lot Improvements project.

Airport Manager Pomeroy commented that he is working with the City of Hailey on a wayfinding plan for the signage from the highway to Airport Way. He added that a campaign informing the public about the construction is also underway.

Vice-Chairman Greenberg asked what is the time-consuming task for the construction of the apron expansion. He also asked if it's anticipated that there would be four aircraft simultaneously on the apron and how often does that situation occur.

Airport Consultant Mitchell responded that the time-consuming task for the apron was allowing enough time for the pavement to properly cure.

Airport Manager Pomeroy responded that, during operations last summer, there were four aircraft parking overnight on the apron all summer and it is anticipated that it will occur again this year. The expansion will help with the flow and efficiency of air carrier operations.

Board Member McCleary asked if a pedestrian walkway will be identified if the sidewalk in the parking lot were removed.

Airport Consultant Mitchell responded that the sidewalk will not be removed.

2. Airport Planning Projects

i. Environmental Assessment for Runway Protection Zone and Obstruction Removal (See Brief & PPT)

Airport Manager Pomeroy briefed the Board on the status of the Environmental Assessment (EA) project and commented that the FAA has requested that the Board consider a proposed Alternative 5 Modified option that consist of the following points:

- Maintains necessary acquisition of RPZ, RSA and approach surfaces.
- Exclude the farmhouse, barn, and outbuildings from acquisition avoiding adverse effects on the historic resources.
- Provide an easement to remove/maintain the trees while and conserving access to Highway 75 and the Cove canal.

Board Member McCleary asked if a new EA process would be required if the land owner refused to grant an easement or wished to sell the excluded property.

Airport Manager Pomeroy responded that it was likely that a new EA would be initiated if federal money was requested.

After Board discussion, Chairman Keirn and the Board directed Airport Manager Pomeroy to proceed with the suggested Alternative 5 Modified option.

ii. Noise Modeling

Airport Manager Pomeroy updated the Board on the status of the visit by the noise consultant to discuss the noise modeling results. Due to unforeseen scheduling conflicts, the consultant was unable to attend this meeting. The Board should anticipate a presentation by the consultant at the May meeting.

3. Misc.

i. Terminal Concession Services – Request for Proposal (RFP)

Vice-Chairman Greenberg briefed the Board that the RFP has been sent to potential candidates. He also commented that a potential candidate has been approached to provide interim services with no assurance that they would be granted the concession. The proposals are due March 26, 2018 and the Board will be updated at the April meeting.

ii. Communications – Request for Proposal (RFP)

Airport Manager Pomeroy briefed the Board on the status of the Communications RFP. He commented that the committee anticipates reviewing submittals in April with a recommendation to the Board at the May meeting.

VIII. PUBLIC COMMENT

Chairman Keirn asked if the campaign that recommends passengers arrive 90 minutes prior to their departure time will be reimplemented due to recent incidents involving late arrival passengers who missed their flight.

Airport Manager Pomeroy responded that the campaign is ongoing and the advertisements asks passengers to be at the Airport at least 90 minutes before their flight.

Mr. Len Harlig commented that management should notify the public that their vehicle may require relocation during the construction process.

Airport Manager Pomeroy responded that such a plan is in place.

X. ADJOURNMENT

The March 6, 2018 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 7:15 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 '18)
October 2017 through January 2018

	Oct '17 - Jan 18	Budget	\$ Over Budget	% of Budget
Ordinary Income/Expense				
Income				
4000-00 · AIRCARRIER				
4000-01 · Aircarrier - Lease Space	28,173.72	28,180.00	-6.28	100.0%
4000-02 · Aircarrier - Landing Fees	57,294.51	54,325.00	2,969.51	105.5%
4000-03 · Aircarrier - Gate Fees	400.00	400.00	0.00	100.0%
4000-04 · Aircarrier - Utility Fees	6,727.74	3,250.00	3,477.74	207.0%
4000-05 · Aircarrier - Misc.	0.00	18,000.00	-18,000.00	0.0%
4010-07 · Aircarrier - '14 PFC App	116,182.63	146,975.00	-30,792.37	79.0%
Total 4000-00 · AIRCARRIER	208,778.60	251,130.00	-42,351.40	83.1%
4020-00 · TERMINAL AUTO PARKING REVENUE				
4020-01 · Automobile Parking - Terminal	93,562.48	86,350.00	7,212.48	108.4%
Total 4020-00 · TERMINAL AUTO PARKING REVENUE	93,562.48	86,350.00	7,212.48	108.4%
4030-00 · AUTO RENTAL REVENUE				
4030-01 · Automobile Rental - Commission	163,931.59	178,800.00	-14,868.41	91.7%
4030-02 · Automobile Rental - Counter	9,136.32	9,140.00	-3.68	100.0%
4030-03 · Automobile Rental - Auto Prkng	38,208.24	38,240.00	-31.76	99.9%
4030-04 · Automobile Rental - Utilities	471.99	450.00	21.99	104.9%
Total 4030-00 · AUTO RENTAL REVENUE	211,748.14	226,630.00	-14,881.86	93.4%
4040-00 · TERMINAL CONCESSION REVENUE				
4040-01 · Terminal Shops - Commission	0.00	1,000.00	-1,000.00	0.0%
4040-02 · Terminal Shops - Lease Space	0.00	5,500.00	-5,500.00	0.0%
4040-03 · Terminal Shops - Utility Fees	471.98	200.00	271.98	236.0%
4040-10 · Advertising - Commission	19,006.90	22,200.00	-3,193.10	85.6%
4040-11 · Vending Machines - Commission	4,140.81	6,000.00	-1,859.19	69.0%
4040-12 · Terminal ATM	119.50	95.00	24.50	125.8%
Total 4040-00 · TERMINAL CONCESSION REVENUE	23,739.19	34,995.00	-11,255.81	67.8%
4050-00 · FBO REVENUE				
4050-01 · FBO - Lease Space	77,572.19	75,590.00	1,982.19	102.6%
4050-02 · FBO - Tiedown Fees	95,709.94	89,000.00	6,709.94	107.5%
4050-03 · FBO - Landing Fees - Trans.	101,234.40	88,500.00	12,734.40	114.4%
4050-04 · FBO - Commission	7,480.13	7,250.00	230.13	103.2%
4050-07 · FBO - Miscellaneous	0.00	0.00	0.00	0.0%
Total 4050-00 · FBO REVENUE	281,996.66	260,340.00	21,656.66	108.3%
4060-00 · FUEL FLOWAGE REVENUE				
4060-01 · Fuel Flowage - FBO	100,188.00	94,500.00	5,688.00	106.0%
Total 4060-00 · FUEL FLOWAGE REVENUE	100,188.00	94,500.00	5,688.00	106.0%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (COMBINED '18)
 October 2017 through January 2018

	Oct '17 - Jan 18	Budget	\$ Over Budget	% of Budget
4070-00 · TRANSIENT LANDING FEES REVENUE				
4070-02 · Landing Fees - Non-Comm./Gov't	218.82	250.00	-31.18	87.5%
Total 4070-00 · TRANSIENT LANDING FEES REVENUE	218.82	250.00	-31.18	87.5%
4080-00 · HANGAR REVENUE				
4080-01 · Land Lease - Hangar	222,686.84	222,810.00	-123.16	99.9%
4080-02 · Land Lease - Hangar/Trans. Fee	2,769.50	600.00	2,169.50	461.6%
4080-03 · Hangar/Utilities (E8,11,24)	0.00	750.00	-750.00	0.0%
4080-05 · Land Lease - FMA Hangar Rentals	6,650.70	11,000.00	-4,349.30	60.5%
Total 4080-00 · HANGAR REVENUE	232,107.04	235,160.00	-3,052.96	98.7%
4090-00 · TIEDOWN PERMIT FEES REVENUE				
4090-01 · Tiedown Permit Fees (FMA)	9,083.00	8,650.00	433.00	105.0%
Total 4090-00 · TIEDOWN PERMIT FEES REVENUE	9,083.00	8,650.00	433.00	105.0%
4100-00 · CARGO CARRIERS REVENUE				
4100-01 · Cargo Carriers - Landing Fees	3,600.84	3,100.00	500.84	116.2%
4100-02 · Cargo Carriers - Tiedown	2,970.00	3,000.00	-30.00	99.0%
Total 4100-00 · CARGO CARRIERS REVENUE	6,570.84	6,100.00	470.84	107.7%
4110-00 · MISCELLANEOUS REVENUE				
4110-01 · Misc. Revenue	41.94			
Total 4110-00 · MISCELLANEOUS REVENUE	41.94			
4120-00 · GROUND TRANSP. PERMIT REVENUE				
4120-01 · Ground Transportation Permit	18,300.00	13,150.00	5,150.00	139.2%
4120-02 · GTSP - Trip Fee	1,280.00	1,200.00	80.00	106.7%
Total 4120-00 · GROUND TRANSP. PERMIT REVENUE	19,580.00	14,350.00	5,230.00	136.4%
4400-00 · TSA/SECURITY				
4400-02 · Terminal Lease	13,455.00	13,460.00	-5.00	100.0%
4400-03 · Security Prox. Cards	25,280.00	23,700.00	1,580.00	106.7%
Total 4400-00 · TSA/SECURITY	38,735.00	37,160.00	1,575.00	104.2%
4500-00 · IDAHO STATE GRANT PROGRAM REV.				
4500-18 · SUN-18 SKW E-175 Certification	0.00	25,000.00	-25,000.00	0.0%
Total 4500-00 · IDAHO STATE GRANT PROGRAM REV.	0.00	25,000.00	-25,000.00	0.0%
4510-00 · DOT/Small Community Air Service				
4510-01 · Small Community Air Service	0.00	250,000.00	-250,000.00	0.0%
4510-02 · Small Community Air Serv. 2016	0.00	0.00	0.00	0.0%
Total 4510-00 · DOT/Small Community Air Service	0.00	250,000.00	-250,000.00	0.0%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (COMBINED '18)
 October 2017 through January 2018

	Oct '17 - Jan 18	Budget	\$ Over Budget	% of Budget
4520-00 · INTEREST REVENUE				
4520-07 · Interest Revenue - '14 PFC	6.21	301.50	-295.29	2.1%
4600-00 · Interest Revenue - General	9,654.16	3,695.00	5,959.16	261.3%
Total 4520-00 · INTEREST REVENUE	9,660.37	3,996.50	5,663.87	241.7%
4742-00 · AIP 42 - Project Air Carr. Apr				
4742-01 · AIP '42 Air Carr. Apron	0.00	0.00	0.00	0.0%
Total 4742-00 · AIP 42 - Project Air Carr. Apr	0.00	0.00	0.00	0.0%
4743-00 · AIP 43 - Air Carrier /Pkg. Lot				
4743-01 · AIP 43 - Air Carrier/Pkg. Lot	368,319.39	389,063.00	-20,743.61	94.7%
Total 4743-00 · AIP 43 - Air Carrier /Pkg. Lot	368,319.39	389,063.00	-20,743.61	94.7%
4744-00 · AIP '44 RPZ Acquisition EA				
4744-01 · AIP '44 - RPZ Acquisition - EA	16,144.48	0.00	16,144.48	100.0%
Total 4744-00 · AIP '44 RPZ Acquisition EA	16,144.48	0.00	16,144.48	100.0%
Total Income	1,620,473.95	1,923,674.50	-303,200.55	84.2%
Gross Profit	1,620,473.95	1,923,674.50	-303,200.55	84.2%
Expense				
EXPENDITURES				
"A" EXPENSES				
5000-01 · Salaries - Airport Manager	48,612.90	46,800.00	1,812.90	103.9%
5000-02 · Salaries - Assist. Airpt. Manag	0.00	38,332.00	-38,332.00	0.0%
5010-00 · Salaries -Contracts/Finance Adm	34,865.14	33,564.00	1,301.14	103.9%
5010-01 · Salaries - Office Assist.	73,677.48	66,148.00	7,529.48	111.4%
5020-00 · Salaries - ARFF/OPS Manager	34,428.22	32,496.00	1,932.22	105.9%
5030-00 · Salaries - ARFF/OPS Specialist	130,209.14	133,691.00	-3,481.86	97.4%
5040-00 · Salaries-ASC/Sp.Prjct./Ex. Assi	27,107.80	25,000.00	2,107.80	108.4%
5050-00 · Salaries-Seasonal-Snow Removal	17,306.00	22,800.00	-5,494.00	75.9%
5050-01 · Salaries - Seasonal - Arpt Host	3,626.00	3,500.00	126.00	103.6%
5050-02 · Salaries - Merit Increase	0.00	18,800.00	-18,800.00	0.0%
5060-01 · Overtime - General	0.00	0.00	0.00	0.0%
5060-02 · Overtime - Snow Removal	3,143.80	12,000.00	-8,856.20	26.2%
5060-04 · OT - Security	0.00	0.00	0.00	0.0%
5100-00 · Retirement	41,036.77	49,764.00	-8,727.23	82.5%
5110-00 · Social Security/Medicare	26,792.50	32,792.00	-5,999.50	81.7%
5120-00 · Life Insurance	535.76	664.00	-128.24	80.7%
5130-00 · Medical Insurance	59,298.18	73,500.00	-14,201.82	80.7%
5160-00 · Workman's Compensation	13,466.00	16,000.00	-2,534.00	84.2%
5170-00 · Unemployment Claims	121.32			
Total "A" EXPENSES	514,227.01	605,851.00	-91,623.99	84.9%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (COMBINED '18)
 October 2017 through January 2018

	Oct '17 - Jan 18	Budget	\$ Over Budget	% of Budget
"B" EXPENDITURES				
"B" EXPENSES - ADMINISTRATIVE				
6000-00 · TRAVEL EXPENSE	2,165.35	5,640.00	-3,474.65	38.4%
6000-01 · Travel				
Total 6000-00 · TRAVEL EXPENSE	2,165.35	5,640.00	-3,474.65	38.4%
6010-00 · SUPPLIES/EQUIPMENT EXPENSE				
6010-01 · Supplies - Office	3,708.46	3,800.00	-91.54	97.6%
6010-03 · Supplies - Computer	549.47	1,200.00	-650.53	45.8%
Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE	4,257.93	5,000.00	-742.07	85.2%
6020-00 · INSURANCE				
6020-01 · Insurance - Liability	7,100.00	12,454.00	-5,354.00	57.0%
6020-02 · Insurance - Public Officials	12,425.00	5,780.00	6,645.00	215.0%
6020-03 · Insurance-Bldg./Unlic.Veh./Prop	5,575.00	39,600.00	-34,025.00	14.1%
6020-04 · Insurance - Licensed Vehicles	0.00	6,675.00	-6,675.00	0.0%
Total 6020-00 · INSURANCE	25,100.00	64,509.00	-39,409.00	38.9%
6030-00 · UTILITIES				
6030-01 · Utilities - Gas/Terminal	6,672.00	5,100.00	1,572.00	130.8%
6030-02 · Utilities - Gas/AOB & Cold Stor	2,940.00	2,970.00	-30.00	114.4%
6030-03 · Utilities - Elect./Runway&PAPI	2,688.30	3,010.00	-321.70	89.3%
6030-04 · Utilities - Elec./AOB & Cold St	3,117.04	3,750.00	-632.96	83.1%
6030-05 · Utilities - Electric/Terminal	13,759.99	14,250.00	-490.01	96.6%
6030-06 · Utilities - Telephone	5,091.00	5,035.00	56.00	101.1%
6030-07 · Utilities - Water	496.78	320.00	176.78	155.2%
6030-08 · Utilities - Garbage Removal	2,564.57	3,750.00	-1,185.43	68.4%
6030-09 · Utilities - Sewer	1,335.32	1,090.00	245.32	122.5%
6030-11 · Utilities - Electric/Tower	2,167.90	2,055.00	112.90	105.5%
6030-12 · Utilities - Elec./Brdfrd.Hghl	154.17	185.00	-30.83	83.3%
6030-15 · Utilities - Elec/AWOS	1,238.77	1,125.00	113.77	110.1%
6030-16 · Utilities - Elec. Wind Cone	41.68	46.00	-4.32	90.6%
6030-17 · Utilities - Elec./Gas- Hangar	1,678.73	1,450.00	228.73	115.8%
6030-18 · Utilities - Lubricant Wst. Dspl	302.64			
Total 6030-00 · UTILITIES	44,248.89	43,736.00	512.89	101.2%
6040-00 · SERVICE PROVIDER				
6040-01 · Service Provider - General	0.00	0.00	0.00	0.0%
6040-02 · Service Provider - Term. Serv.	1,389.56	3,555.00	-2,165.44	39.1%
6040-03 · Service Provider - AOB Services	15,271.12	10,500.00	4,771.12	145.4%
6040-04 · Service Provider - Operations	12,850.00	12,850.00	0.00	100.0%
Total 6040-00 · SERVICE PROVIDER	29,510.68	26,905.00	2,605.68	109.7%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (COMBINED '18)
 October 2017 through January 2018

	Oct '17 - Jan 18	Budget	\$ Over Budget	% of Budget
6050-00 · PROFESSIONAL SERVICES				
6050-01 · Professional Services - Legal	20,112.50	16,660.00	3,452.50	120.7%
6050-02 · Professional Serv. - Audit/Fina	59,235.24	64,000.00	-4,764.76	92.6%
6050-03 · Professional Services - Engineer	6,661.25	2,660.00	4,001.25	250.4%
6050-05 · Professional Services - Gen.	5,218.43	6,500.00	-1,281.57	80.3%
6050-08 · Professional Services - Securit	0.00	0.00	0.00	0.0%
6050-10 · Prof. Svcs.-IT/Comp. Support	2,311.98	3,320.00	-1,008.02	69.6%
6050-12 · Prof. Serv.- Planning Air Serv.	0.00	5,000.00	-5,000.00	0.0%
6050-13 · Prof. Serv.-Website Des.& Maint	617.66	2,000.00	-1,382.34	30.9%
6050-15 · Prof. Serv.-Comm.Coord/Pub.Outr	4,922.37	6,660.00	-1,737.63	73.9%
6050-17 · Prof. Serv. - Airspace Consult.	9,976.96	40,000.00	-30,023.04	24.9%
Total 6050-00 · PROFESSIONAL SERVICES	109,056.39	146,800.00	-37,743.61	74.3%
6060-00 · MAINTENANCE-OFFICE EQUIPMENT				
6060-04 · Maintenance - Copier	732.15	800.00	-67.85	91.5%
6060-05 · Maintenance - Phone	1,215.00	1,250.00	-35.00	97.2%
Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT	1,947.15	2,050.00	-102.85	95.0%
6070-00 · RENT/LEASE OFFICE EQUIPMENT				
6070-02 · Rent/Lease - Postage Meter	604.65	350.00	254.65	172.8%
Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT	604.65	350.00	254.65	172.8%
6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E				
6080-01 · Dues/Memberships/Publications	4,180.74	3,900.00	280.74	107.2%
6080-04 · Airport Marketing	11,960.52	6,660.00	5,300.52	179.6%
6080-06 · Marketing - SCASDP	0.00	0.00	0.00	0.0%
Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E	16,141.26	10,560.00	5,581.26	152.9%
6090-00 · POSTAGE				
6090-01 · Postage/Courier Service	389.97	600.00	-210.03	65.0%
Total 6090-00 · POSTAGE	389.97	600.00	-210.03	65.0%
6100-00 · EDUCATION/TRAINING				
6100-01 · Education/Training - Admin.	0.00	5,000.00	-5,000.00	0.0%
6100-02 · Education/Training - OPS	0.00	5,000.00	-5,000.00	0.0%
6100-03 · Education/Training - ARFF	2,159.77	6,000.00	-3,840.23	36.0%
6100-04 · Ed/Train. - ARFF Trienn. Drill	0.00	0.00	0.00	0.0%
6100-05 · Education - Noise Abatement	0.00	1,250.00	-1,250.00	0.0%
6100-06 · Education - Security	0.00	1,250.00	-1,250.00	0.0%
6100-07 · Education - Public Outreach	679.50	4,000.00	-3,320.50	17.0%
6100-08 · Education/Training - HFD Coop.	0.00	2,500.00	-2,500.00	0.0%
6100-09 · Education - SAAC	3,099.49			
Total 6100-00 · EDUCATION/TRAINING	5,938.76	25,000.00	-19,061.24	23.8%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (COMBINED '18)
October 2017 through January 2018

	Oct '17 - Jan 18	Budget	\$ Over Budget	% of Budget
6110-00 - CONTRACTS				
6110-01 - Contracts - General	0.00	500.00	-500.00	0.0%
6110-02 - Contracts - FMAA	14,000.00	14,000.00	0.00	100.0%
6110-03 - Contracts - FBO/Fee Collection	19,600.00	19,600.00	0.00	100.0%
Total 6110-00 - CONTRACTS	33,600.00	34,100.00	-500.00	98.5%
6120-00 - PERMITS				
6120-01 - Permits - General	0.00	0.00	0.00	0.0%
6120-02 - Permits - COH Impact Fee	0.00	0.00	0.00	0.0%
Total 6120-00 - PERMITS	0.00	0.00	0.00	0.0%
6130-00 - MISCELLANEOUS EXPENSES				
6130-01 - Misc. - General	7,059.69	7,085.00	-25.31	99.6%
6140-00 - Bank Fees	634.84	180.00	454.84	352.7%
Total 6130-00 - MISCELLANEOUS EXPENSES	7,694.53	7,265.00	429.53	105.9%
6400-00 - DOT/SCASGP				
6400-02 - DOT/SCASGP - FMAA	4,623.68			
Total 6400-00 - DOT/SCASGP	4,623.68			
Total "B" EXPENSES - ADMINISTRATIVE	285,279.24	372,515.00	-87,235.76	76.6%
"B" EXPENSES - OPERATIONAL				
6500-00 - SUPPLIES/EQUIPMENT-OPERATIONS				
6500-01 - Supplies/Equipment - General	939.50	2,320.00	-1,380.50	40.5%
6500-02 - Supplies/Equipment - Tools	3,342.56	3,320.00	22.56	100.7%
6500-03 - Supplies/Equipment - Clothing	1,679.64	3,500.00	-1,820.36	48.0%
6500-04 - Supplies/Equipment - Janitorial	5,716.87	6,175.00	-458.13	92.6%
Total 6500-00 - SUPPLIES/EQUIPMENT-OPERATIONS	11,678.57	15,315.00	-3,636.43	76.3%
6505-00 - EQUIP/VEHICLE - LEASE/RENTAL				
6505-01 - General	5,980.00	22,000.00	-16,020.00	27.2%
Total 6505-00 - EQUIP/VEHICLE - LEASE/RENTAL	5,980.00	22,000.00	-16,020.00	27.2%
6510-00 - FUEL/LUBRICANTS				
6510-01 - General	0.00	660.00	-660.00	0.0%
6510-02 - Fuel	9,567.80	19,000.00	-9,432.20	50.4%
6510-03 - Lubricants	0.00	1,250.00	-1,250.00	0.0%
Total 6510-00 - FUEL/LUBRICANTS	9,567.80	20,910.00	-11,342.20	45.8%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (COMBINED '18)
 October 2017 through January 2018

	Oct '17 - Jan 18	Budget	\$ Over Budget	% of Budget
6520-00 · VEHICLES/MAINTENANCE				
6520-01 · R/M Equipment - General	613.60	14,790.00	-14,176.40	4.1%
6520-06 · R/M Equip. - '85 Ford Dump	0.00	250.00	-250.00	0.0%
6520-08 · R/M Equip. - '96 Tiger Tractor	136.51	1,400.00	-1,263.49	9.8%
6520-09 · R/M Equip. - '96 Oshkosh Swp.	489.16	9,175.00	-8,685.84	5.3%
6520-13 · R/M Equip. - Crafcoc Crack Flr.	0.00	0.00	0.00	0.0%
6520-17 · R/M Equip. '01 Case 921 Ldr.	584.84	1,400.00	-815.16	41.8%
6520-18 · R/M Equip. - '97 Chevy Blazer	0.00	150.00	-150.00	0.0%
6520-19 · R/M Equip. '02 Ford F-150 PU	0.00	250.00	-250.00	0.0%
6520-20 · R/M Equip. - '02 Kodiak Blower	8,908.82	425.00	8,483.82	2,096.2%
6520-24 · R/M Equip. - '01 Ford F-250	0.00	0.00	0.00	0.0%
6520-25 · R/M Equip. - '04 Batts De-Ice	53.52	500.00	-446.48	10.7%
6520-28 · R/M Equip. '06 Case 621 Loader	0.00	850.00	-850.00	0.0%
6520-29 · R/M Equip. - '10 Waus Broom/Plow	9,997.44	9,400.00	597.44	106.4%
6520-30 · R/M Equip. - '05 Ford F-350	6.98	500.00	-493.02	1.4%
6520-31 · R/M Equip. - '10 Oshkosh Blower	1,713.76	2,200.00	-486.24	77.9%
6520-32 · R/M Equip. - '09 Mini Truck	4.77	100.00	-95.23	4.8%
6520-34 · R/M Equip. - '12 Case 921F Load	0.00	2,955.00	-2,955.00	0.0%
6520-35 · R/M Equip. - '14 Ford Explorer	41.96	300.00	-258.04	14.0%
6520-37 · R/M Equip. - '15 Tool Cat	102.52	300.00	-197.48	34.2%
6520-38 · R/M Equip. - '15 Wausau Broom	9,590.09	3,100.00	6,490.09	309.4%
6520-40 · R/M Equip. - '17 Ford-350 Super	869.42	200.00	669.42	434.7%
Total 6520-00 · VEHICLES/MAINTENANCE	33,113.39	48,245.00	-15,131.61	68.6%
6530-00 · ARFF MAINTENANCE				
6530-01 · ARFF Maint. Gen/Supplies	9,466.19	5,500.00	3,966.19	172.1%
6530-03 · ARFF Maint. - '87 Oshkosh	327.00	500.00	-173.00	65.4%
6530-04 · ARFF Maint. - Radios	2,576.94	500.00	2,076.94	515.4%
6530-05 · ARFF MAint. - '03 E-One	80.84	500.00	-419.16	16.2%
6530-07 · ARFF Maint. - Supp/HFD Support	0.00	0.00	0.00	0.0%
Total 6530-00 · ARFF MAINTENANCE	12,450.97	7,000.00	5,450.97	177.9%
6540-00 · REPAIRS/MAINTENANCE - BUILDING				
6540-01 · R/M Bldg. - General	99.50	1,250.00	-1,150.50	8.0%
6540-02 · R/M Bldg. - Terminal	23,684.27	36,060.00	-12,375.73	65.7%
6540-03 · R/M Bldg. - Terminal Concession	132.42	1,250.00	-1,117.58	10.6%
6540-04 · R/M Bldg. - Cold Storage	295.49	1,000.00	-704.51	29.5%
6540-05 · R/M Bldg. - AOB/SHOP	7,083.47	9,005.00	-1,921.53	78.7%
6540-06 · R/M Bldg. - Hangars	148.51	1,000.00	-851.49	14.9%
6540-07 · R/M Bldg. - Tower	2,525.50	800.00	1,725.50	315.7%
6540-08 · R/M Bldg. - Parking Booth	608.92	535.00	73.92	113.8%
Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING	34,578.08	50,900.00	-16,321.92	67.9%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (COMBINED '18)
 October 2017 through January 2018

	Oct '17 - Jan 18	Budget	\$ Over Budget	% of Budget
6550-00 · REPAIRS/MAINTENANCE - AIRSIDE				
6550-01 · R/M - General	29.91	2,500.00	-2,470.09	1.2%
6550-02 · R/M - Airfield/Runway	37,551.55	60,000.00	-22,448.45	62.6%
6550-04 · R/M - Lights	6,453.38	4,000.00	2,453.38	161.3%
Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE	44,034.84	66,500.00	-22,465.16	66.2%
6551-00 · REPAIRS/MAINTENANCE - LANDSIDE				
6551-01 · RM - General	0.00	1,250.00	-1,250.00	0.0%
6551-02 · R/M - Parking Lot	2,374.46	2,600.00	-225.54	91.3%
6551-03 · R/M - Landscaping	648.50	2,000.00	-1,351.50	32.4%
Total 6551-00 · REPAIRS/MAINTENANCE - LANDSIDE	3,022.96	5,850.00	-2,827.04	51.7%
6560-00 · SECURITY EXPENSE				
6560-01 · Security - General	3,560.00	10,000.00	-6,440.00	35.6%
6560-02 · Security - Law Enf. Offi. (LEO)	1,360.00	10,000.00	-8,640.00	13.6%
6560-03 · Security - Subscription Licen.	11,600.00	58,440.00	-46,840.00	19.8%
6560-04 · Security - Perim./Access/CCTV	6,385.41	17,600.00	-11,214.59	36.3%
6560-05 · Security - Professional Serv.	0.00	22,500.00	-22,500.00	0.0%
6560-06 · Security - Prof. Services/IT	553.57	12,000.00	-11,446.43	4.6%
Total 6560-00 · SECURITY EXPENSE	23,458.98	130,540.00	-107,081.02	18.0%
6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU				
6570-01 · R/M Aeronautical Equip - NDB/DME	4,118.40	5,500.00	-1,381.60	74.9%
6570-02 · R/M Aeronautical Equip. - Tower	2,786.93	4,500.00	-1,713.07	61.9%
6570-04 · R/M Aeron. Equip. - AWOS/ATIS	4,118.40	5,500.00	-1,381.60	74.9%
Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU	11,023.73	15,500.00	-4,476.27	71.1%
Total "B" EXPENSES - OPERATIONAL	188,909.32	382,760.00	-193,850.68	49.4%
Total "B" EXPENDITURES	474,188.56	755,275.00	-281,086.44	62.8%
"C" EXPENSES				
7001-00 · CAPITAL EXPENDITURES				
7001-0* · CONTINGENCY	0.00	10,000.00	-10,000.00	0.0%
7001-02 · Buildings and Improvements	0.00	15,000.00	-15,000.00	0.0%
7001-04 · Office Equipment	9,205.46	27,000.00	-17,794.54	34.1%
7001-05 · Maintenance Equipment /Vehicle	17,783.00	24,250.00	-6,467.00	73.3%
7001-06 · Assessments/Plans/Studies	7,440.00	110,000.00	-102,560.00	6.8%
7001-09 · Security Equipment	0.00	45,500.00	-45,500.00	0.0%
Total 7001-00 · CAPITAL EXPENDITURES	34,428.46	231,750.00	-197,321.54	14.9%

Friedman Memorial Airport
Profit & Loss Budget vs. Actual (COMBINED '18)
October 2017 through January 2018

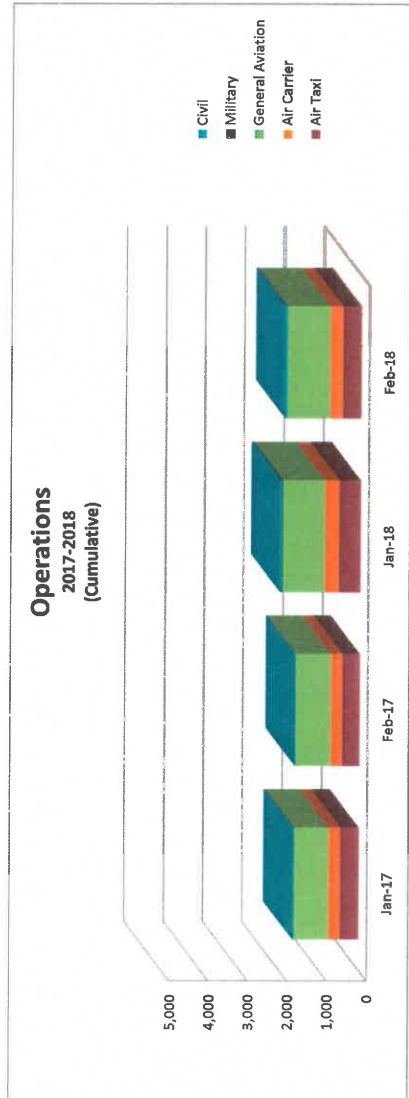
Accrual Basis

	Oct '17 - Jan 18	Budget	\$ Over Budget	% of Budget
7110-00 · DOT/SCADGP				
7110-01 · DOT/SCASGP	0.00	250,000.00	-250,000.00	0.0%
7110-02 · DOT/SCASGP - FMAA	0.00	8,320.00	-8,320.00	0.0%
Total 7110-00 · DOT/SCADGP	0.00	258,320.00	-258,320.00	0.0%
7500-00 · IDAHO STATE GRANT PROGRAM				
7500-18 · '18 ITD Grant (SUN-17 ITD/FMA)	0.00	50,000.00	-50,000.00	0.0%
Total 7500-00 · IDAHO STATE GRANT PROGRAM	0.00	50,000.00	-50,000.00	0.0%
7542-00 · AIP '42 EXPENSE - AC Apron Dsgn				
7542-01 · AIP '42 - Eligible	0.00	0.00	0.00	0.0%
7542-02 · AIP '42 Non-Eligible	0.00	0.00	0.00	0.0%
Total 7542-00 · AIP '42 EXPENSE - AC Apron Dsgn	0.00	0.00	0.00	0.0%
7543-00 · AIP '43 EXPENSE - Air Carr. Apr				
7543-01 · AIP '43 - AC Apron - Eligible	111,339.97	0.00	111,339.97	100.0%
7543-02 · AIP '43 - Parking - Non-Eligibl	297.00	0.00	297.00	100.0%
7543-03 · AIP '43 - SRE Equipment	296,227.50	325,000.00	-28,772.50	91.1%
7543-04 · AIP '43 - RPZ Land Acquisition	0.00	141,250.00	-141,250.00	0.0%
7543-05 · AIP '43 - Retainer - Eligible	-14,740.00			
Total 7543-00 · AIP '43 EXPENSE - Air Carr. Apr	393,124.47	466,250.00	-73,125.53	84.3%
7544-00 · AIP '44 EXPENSE RPZ EA				
7544-01 · AIP '44 - Eligible	17,220.80	78,750.00	-61,529.20	21.9%
Total 7544-00 · AIP '44 EXPENSE RPZ EA	17,220.80	78,750.00	-61,529.20	21.9%
7545-00 · AIP '45 EXPENSE - RPZ Acq.				
7545-01 · AIP '45 - Eligible	964.80			
Total 7545-00 · AIP '45 EXPENSE - RPZ Acq.	964.80			
9001-00 · PFC 14-09-C-00-SUN				
9001-03 · PFC '14 Master Plan	0.00	3,500.00	-3,500.00	0.0%
Total 9001-00 · PFC 14-09-C-00-SUN	0.00	3,500.00	-3,500.00	0.0%
Total "C" EXPENSES	445,738.53	1,088,570.00	-642,831.47	40.9%
Total EXPENDITURES	1,434,154.10	2,449,696.00	-1,015,541.90	58.5%
Total Expense	1,434,154.10	2,449,696.00	-1,015,541.90	58.5%
Net Ordinary Income	186,319.85	-526,021.50	712,341.35	-35.4%
Net Income	186,319.85	-526,021.50	712,341.35	-35.4%

Friedman Memorial Airport
February 2018

ATCT Traffic Operations Record																		
Month	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
January	3,622	3,893	3,912	2,600	3,028	2,787	4,547	2,520	2,070	2,379	2,408	2,098	2,454	2,128	2,249	1,842	1,665	2,019
February	4,027	4,498	3,073	3,122	3,789	3,597	3,548	2,857	2,244	2,647	2,117	2,205	2,612	1,417	2,268	2,533	1,629	1,914
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	0
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	0
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	0
June	4,787	5,039	4,737	4,438	3,674	3,656	5,181	3,334	2,503	3,019	2,898	2,761	3,203	2,164	2,387	2,475	2,502	0
July	6,359	8,796	6,117	5,910	5,424	5,931	7,398	4,704	4,551	5,005	5,004	4,810	5,345	4,345	4,159	4,562	4,573	0
August	6,479	6,917	5,513	5,707	5,722	6,087	8,196	4,570	4,488	4,705	4,326	3,823	4,644	3,114	2,932	3,719	3,873	0
September	3,871	4,636	4,162	4,124	4,609	3,760	4,311	2,696	3,376	3,128	3,359	2,396	2,403	2,237	2,92	2,379	2,036	0
October	3,879	3,656	3,426	2,936	3,570	3,339	3,103	2,134	2,145	2,012	1,886	1,658	1,874	1,760	1,789	1,377	1,939	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	1,135	0
December	3,401	2,805	3,247	3,227	2,722	3,834	2,699	1,848	2,272	1,811	2,493	2,066	2,016	1,545	1,482	1,717	2,217	0
Totals	50,858	55,897	44,739	45,032	43,607	43,002	50,712	33,836	31,699	32,350	30,555	28,269	32,140	23,307	24,815	26,716	26,692	3,933

ATCT Operations Change (2018 vs. 2017)			
	2018	2017	% Change
Air Taxi	453	433	5%
Air Carrier	322	287	12%
General Aviation	1,091	895	22%
Military	2	0	#DIV/0!
Civil	46	14	229%
Total	1,914	1,629	17.50%
YTD Total	3,953	3,294	19.40%



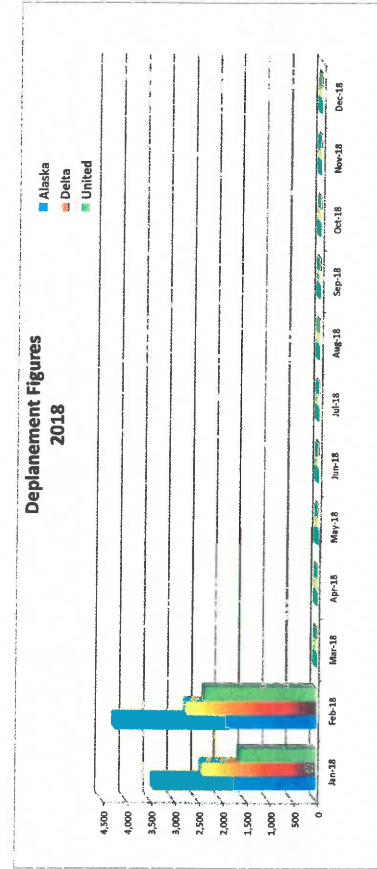
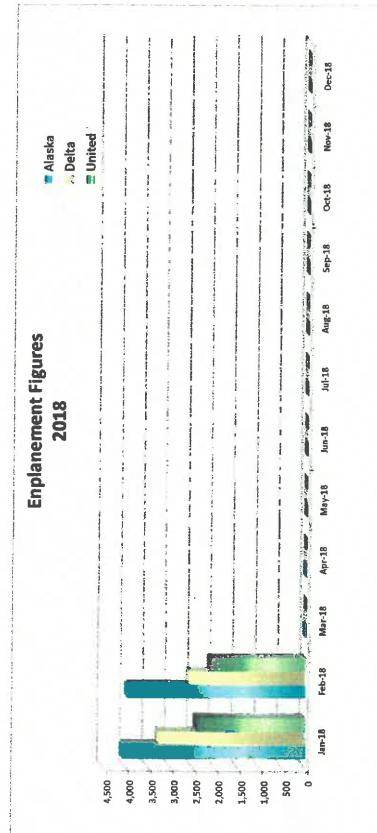
Friedman Memorial Airport
February 2018

Date	Alaska Airlines				Delta Airlines				United Airlines				Total % Change	Prior Year Total Dep.	Total % Change
	Revenue	Non-Revenue	Prior Year Month	Total % Change	Revenue	Non-Revenue	Prior Year Month	Total % Change	Revenue	Non-Revenue	Prior Year Month	Total % Change			
Jan-18	3,985	66	3,536	15%	3,251	30	2,685	22%	2,383	47	1,519	60%	9,762	7,740	26.1%
Feb-18	3,856	93	3,340	18%	2,542	60	2,556	2%	2,081	48	1,645	29%	8,680	7,541	15.1%
Totals	7,841	159	6,876	16%	5,793	90	5,241	12%	4,464	95	3,164	44%	18,442	15,281	20.7%

Legend for Chart:

Date	Alaska Airlines				Delta Airlines				United Airlines				Total % Change	Prior Year Total Dep.	Total % Change
	Revenue	Non-Revenue	Prior Year Month	Total % Change	Revenue	Non-Revenue	Prior Year Month	Total % Change	Revenue	Non-Revenue	Prior Year Month	Total % Change			
Jan-18	3,310	67	2,902	16%	2,327	45	2,053	16%	1,536	47	1,276	24%	7,332	6,231	17.7%
Feb-18	4,094	94	3,771	11%	2,662	46	2,344	16%	2,305	27	1,759	33%	9,228	7,874	17.2%
Totals	7,404	161	6,673	13%	4,989	91	4,397	16%	3,841	74	3,035	29%	16,560	14,105	17.4%

Legend for Chart:

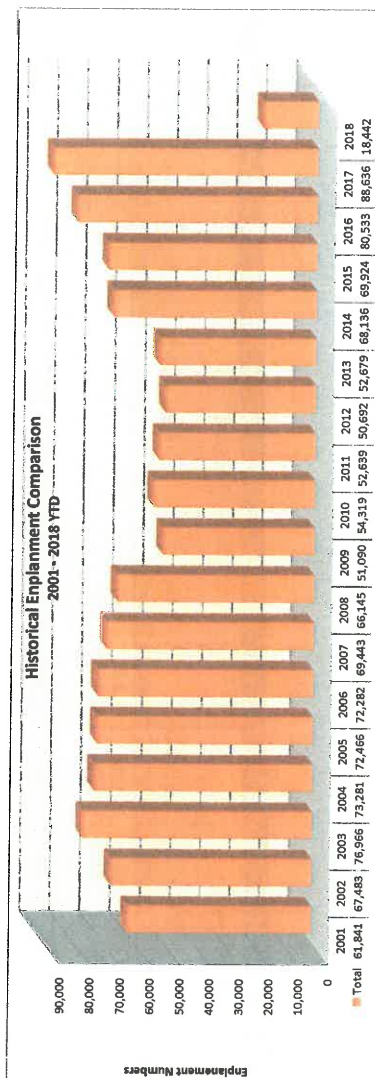
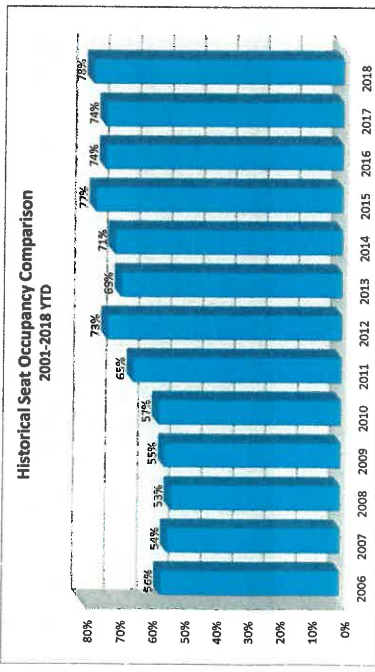


Friedman Memorial Airport
February 2018

2018 Seat Occupancy																		
Period	Alaska Airlines				Delta Airlines				United Airlines				Seat Occupancy Totals				Seat Occupancy Totals Prior Year Comparison	
	Departure Flights	Seats Available*	Seats Occupied	Percent Occupied	Departure Flights	Seats Available	Seats Occupied	Percent Occupied	Departure Flights	Seats Available	Seats Occupied	Percent Occupied	Total Seats Available	Total Seats Occupied	Total Percent Occupied	Prior Year % Change Total Seats Available	Prior Year % Change Total Seats Occupied	
Jan-18	72	5,472	4,051	74%	56	3,696	3,281	89%	48	3,168	2,430	77%	12,336	9,762	79%	19%	26%	
Feb-18	67	5,092	3,949	78%	47	3,102	2,602	84%	46	3,036	2,129	70%	11,230	8,680	77%	8%	15%	
Totals	139	10,564	8,000	76%	103	6,798	5,883	87%	94	6,204	4,559	73%	23,566	18,442	78%	13%	19%	

Total of 68 Seats Available on aircraft for summer months
Total of 76 Seats Available on aircraft from Jan. - June
Total of 70 Seats Available in July

Note: *Seats are capped at 68 during some periods in the summer due to weight and balance requirements and other times of the year seats may be capped due to environmental conditions



Chris Pomeroy

From: Spencer Dickerson <Spencer.Dickerson@aaae.org>
Sent: Thursday, March 22, 2018 7:17 AM
To: Spencer Dickerson
Subject: Good news for contract towers in FY '18 omnibus bill

Importance: High

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

We have good news to report on contract tower issues that are included in the FY '18 omnibus appropriations bill that House and Senate leaders agreed to late yesterday. The omnibus appropriations bill will now be voted on by the full House and Senate.

First, the omnibus approps bill includes \$165 million in guaranteed funding for the contract tower program that will keep **all** current contract towers open throughout FY '18 **and** provide funding for four to six new airports to enter the program. This record level of funding for contract towers is \$6 million more than FY '17 enacted funding levels.

Second, the '18 omnibus approps bill contains the following statutory/bill language to expedite the process of qualified new airport applicants to enter the program **and** require FAA to run benefit cost analyses on the current 16 cost share contract towers.

- *Not later than 30 days after enactment of this Act, the Secretary of Transportation shall transmit to Congress the final disposition of the Benefit Cost Analysis for applications for participation in the Contract Tower Program and for reevaluation of Cost-share Program participants pending as of January 1, 2016, as mandated by section 119C of division K of the Consolidated Appropriations Act, 2017 (Public Law 115-31).*
- *None of the funds provided under this Act may be used by the Administrator of the Federal Aviation Administration to withhold from consideration and approval any application for participation in the Contract Tower Program, or for reevaluation of Cost-share Program participants, pending as of January 1, 2016, as long as the Federal Aviation Administration has received an application from the airport, and as long as the Administrator determines such tower is eligible using the factors set forth in the Federal Aviation Administration report, Establishment and Discontinuance Criteria for Airport Traffic Control Towers (FAA-APO-90-7 as of August, 3 1990).*

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Congress Forces Agency's Hand on Aviation Contract Towers (1)

By Shaun Courtney | March 27, 2018 11:06AM ET

(Bloomberg Law) -- The Federal Aviation Administration has fewer than 30 days to make decisions about which small airports will be added to the federally-funded contract air traffic control tower program, thanks to language tucked in the omnibus spending bill.

Slightly less than half of U.S. airports with air traffic control towers participate in the contract tower program through which private companies, not the FAA, operate the towers and contract employees, not government employees, staff them.

The FAA currently supports 254 contract air traffic control towers, including 16 that pay a share of the costs to the FAA, in 46 states. There is a wait list of about a dozen airports that want to join the popular program.

A nine-line section of the omnibus spending bill calls for the FAA to move qualified airports off that wait list. It also calls on the FAA to release an updated benefit-cost analysis for the 16 airports currently paying for as much as 20 percent of the cost of the contract tower—meaning some may become fully-funded towers and others may have to pay more or less of the share.

Sen. John Cornyn (R-Texas) along with Rep. Steve Scalise (R-La.), Rep. Bill Shuster (R-Pa.), Rep. Bob Goodlatte (R-Va.), and Rep. John Ratcliffe (R-Texas) [wrote](#) in March 2017 to urge Transportation Secretary Elaine Chao to re-initiate consideration of wait-listed airports.

“Over the last several years a number of airports that applied to participate in the program have been in limbo waiting for the FAA to review and take action on their applications. This delay has create uncertainty for the airports and the communities involved,” they wrote.

Cornyn, the No. 2 Senate Republican, personally pushed to have the contract language included in the bill, he told Bloomberg Government.

The FAA has until April 22.

What's the Big Deal?

An airport does not have to have an air traffic control tower to safely land planes, but it is not as efficient, [according to a Congressional Research Service report](#). Pilots rely on established traffic patterns and visual flight to avoid other aircraft. Without a tower, though, airports cannot accommodate multiple aircraft on approach in low visibility and clouds.

Making an extra loop to confirm a visual line of approach burns additional fuel and safety concerns can affect airlines bottom lines. Airports without towers can look comparatively less appealing, reducing their ability to attract air service, according to the CRS and several sources familiar with the industry.

Many contract towers serve small and rural airports, connecting them and their surrounding communities to the national air transportation system.

The primary way the FAA determines whether and how an airport gains or loses access to air traffic control tower operations is a benefit-cost analysis (BCA). The BCA quantifies the safety and efficiency benefits of a tower: reducing aircraft collisions and other accidents and reducing flight times. If that BCA ratio is one or higher, the airport gets a tower. A BCA below one signals that tower may need to be closed or switched to a cost-share tower in which the airport pays for up to 20 percent of the cost of the tower, according to the CRS.

The towers are popular across the board in Congress, according to several sources on the Hill and off, both because they serve smaller communities and because they are cost-efficient, in some cases costing less than a traditional ATC tower.

Contract towers control 28 percent of tower operations, though the program represents 14 percent of the FAA's budget for operations nationwide, according to the U.S. Contract Tower Association.

"The FAA Contract Tower Program enjoys strong bipartisan support on Capitol Hill and across the aviation industry. The DOT Inspector General has repeatedly validated the program's efficiency and safety," said Spencer Dickerson, executive director of the U.S. Contract Tower Association, an affiliate organization of the American Association of Airport Executives.

Why the Delay?

The FAA last completed and released a BCA for the FAA Contract Tower program in 2008, the agency told Bloomberg Government.

That means that the list of airports in the program or paying through the cost-share program has changed little (at least one airport has been added) since 2008.

The FAA stopped doing BCA analyses during the economic downturn when air travel decreased; a large number of program participants may have been pushed into cost-sharing status because of shrinking demand, several sources on and off Capitol Hill tell Bloomberg Government.

While the agency was pausing its BCA evaluations, it also began to undertake a review of its methodology, according to several sources familiar with internal deliberations at the FAA. The current BCA is based on a formula that dates back to the 1990 FAA authorization (FAA—APO—90-7).

“The FAA is looking at factors that affect benefit cost analyses and has not made a determination as it relates to policy differing from FAA—APO—90-7. The FAA commits to working with stakeholders in this process,” the agency said in response to questions from Bloomberg Government.

However, the new factors under consideration for this new methodology could include administrative costs, which would potentially push more airports under the 1.0 threshold for a fully-funded tower. Given the towers’ popularity in Congress and with the aviation industry, such a move by FAA would prove politically difficult.

The agency opted not to announce any changes, including addressing as many as a dozen airports in limbo, hoping to gain access to the program.

Congressional Cajoling

The 2017 appropriations bill included language to try to push the agency to address these wait-listed airports, but 10.5 months later the agency had not acted.

The March 23 omnibus took a more direct tack:

“That not later than 30 days after enactment of this Act, the Secretary of Transportation shall transmit to Congress the final disposition of the Benefit Cost Analysis for applications for participation in the Contract Tower Program and for reevaluation of Cost-share Program participants pending as of January 1, 2016, as mandated by section 119C of division K of the Consolidated Appropriations Act, 2017.”

The agency told Bloomberg Government that it is working to respond to the 2017 language and “intends to comply” with the new order from the omnibus.

“The FAA is processing those applications outstanding as of Jan. 1, 2016, in accordance with section 119C of division K of the Consolidated Appropriations Act, 2017 (Public L. 115-31). Once the analysis and internal review has been completed, the FAA will communicate the results to the applicants and admit those that qualify, pending funding availability,” the FAA said in a statement.

An FAA update would be welcome news

“We hope that the agency will proceed in an expeditious manner so that more airports can enjoy the many benefits of contract air traffic control towers,” Dickerson said.

Southern Wood River Valley
Fire Service Automatic Aid Agreement

THIS AGREEMENT is made and entered into this ____ day of _____, 2018, by and between the **City of Hailey**, a municipal corporation of the State of Idaho, the **Wood River Fire Protection District**, a fire protection district organized under the laws of the State of Idaho, located in Blaine County Idaho, the **City of Bellevue**, a chartered city, under the laws of the State of Idaho, and the **Friedman Memorial Airport Authority**; a joint powers agency organized under the laws of the State of Idaho, located in Blaine County, Idaho (collectively “the parties”).

W I T N E S S E T H:

WHEREAS, the parties provide fire protection, rescue services, hazardous materials control and other emergency support;

WHEREAS, an agreement of this nature is authorized under Idaho Code Sections 50-301, 50-309, 31-1430A and 67-2327 through 67-2332;

WHEREAS, each of the parties own and maintain equipment and employ personnel who are trained to provide various levels of service in the control of fire, fire prevention, technical rescue, hazardous material response, and/or other emergency support;

WHEREAS, in the event of a major fire, disaster or other emergency, each of the parties may need the assistance of another party or parties to provide supplemental fire suppression, technical rescue, hazardous materials response and/or other emergency support;

WHEREAS, each of the parties may have the necessary equipment and personnel to enable it to provide such services to another party to this agreement in the event of such an emergency; and

WHEREAS, the geographical boundaries of each party are located in such a manner as to enable each party to render automatic assistance to the other.

NOW, THEREFORE, subject to the terms of this agreement to carry out the purpose and functions described above and in consideration of the benefits to be received and the mutual covenants exchanged herein by the parties, it is hereby agreed as follows.

I

ASSISTANCE AGREEMENT

The assistance to be provided for personnel or equipment from any party to any other party to this agreement, subject to the parameters outlined below, shall be considered to be immediate and automatic pursuant to the response criteria outlined in Section VII of this agreement.

II

RESPONSE PROCEDURE

When notified of an Automatic Aid situation, as described in Section VIII of this agreement, the commanding officer of the assisting agency receiving the notification shall immediately take the following actions:

- a. Determine if the assisting agency has the appropriate type of equipment and personnel available to respond to the notification.
- b. Determine what available equipment and what available personnel should be dispatched in accordance with the plan and procedures established by the parties.
- c. In the event the needed equipment and/or personnel are available, shall dispatch such equipment and/or personnel to the scene of the emergency with proper operating instructions.
- d. In the event the needed equipment and/or personnel are not available, immediately advise the requesting party of such fact.

III

COMMAND RESPONSIBILITY AT THE EMERGENCY SCENE

The highest ranking representative of the jurisdiction in which the incident occurs (the "requesting agency" alternatively known as Authority Having Jurisdiction (AHJ) shall designate an incident commander at the scene to which the response is made. If there is no representative immediately available, the initial responding agency shall assume command of the emergency until there is a transfer of command responsibilities has been transferred to the authorized representative of the requesting agency. Transfer of Command is recommended to be conducted through a face-to-face conversation to assist in conveying necessary information. However, and notwithstanding the preceding sentences, the equipment and personnel provided to the requesting agency under the auspices of automatic aid shall remain under the immediate supervision of the responding agency's officer on scene, whose judgment shall prevail in the event of disagreement with the incident commander as to only those tasks assigned to that particular agency. Such disagreements will be resolved by the Incident Commander by either reassigning a mutually acceptable task, or releasing the agency from the emergency scene. If the incident commander requests a senior officer of the responding party to assume command, the incident commander shall not, by relinquishing command, be relieved of the responsibility for the operation.

IV

RETURN OF EQUIPMENT

Upon completion of work, the participating parties shall locate and return any items of equipment to the party owning equipment. All equipment and personnel used under the terms of this agreement shall be returned to the responding party upon termination of the aid, or on demand made by the responding party for return of equipment or personnel.

V

COMPENSATION AND FINANCING

Except as otherwise provided herein, each party agrees that it will not seek compensation for services provided under this Agreement from any Party to this Agreement. Each Party shall at all times be responsible to its own employees for the payment of wages and other compensation and for carrying workers' compensation upon the employees, and each shall be responsible for its own equipment and shall bear the risk of loss therefore, irrespective of whether or not said personnel and equipment are being used within the area of primary responsibility of the Authority Having Jurisdiction (AHJ).

Such assistance shall be uncompensated for a period of time not to exceed 12 hours, after which the Commanding Officer of the AHJ must either release the resource(s) or retain the resource(s). If resources are retained, compensation for continued aid will be contracted at the rates published in the most recent edition of the Idaho Fire Service Organization Rate Book.

When deemed appropriate, the AHJ will be responsible for cost recovery of all Requested Parties. Nothing in this agreement shall prevent any or all of the parties from recovering the actual costs of emergency services provided by the parties to a private citizen, business or other entity, where such citizen, business or other entity is deemed to be responsible for such costs. It is generally understood that the requesting agency will be responsible for the collection of the recoverable costs of all the parties. Any funds recovered will be divided among all the parties submitting their actual costs, by multiplying the cost submitted by a percentage equal to the total funds available, divided by the total cost. See below example

For example, Parties A, B and C submit the following:

A \$100,000

B \$50,000

C \$25,000

Total cost submitted \$175,000.

The total funds available for distribution are \$150,000.

The distribution would be

A $\$100,000 \div 175,000 = .57 \times \$150,000 = \$85,714$

B $\$50,000 \div 175,000 = .29 \times \$150,000 = \$42,857$

C $\$25,000 \div 175,000 = .14 \times \$150,000 = \$21,429$

VI

INSURANCE

Each Party shall maintain in full force and effect, at its sole cost and expense, during the term of this Agreement, commercial general liability insurance for the purpose of protecting each Party against liability for loss or damage, for bodily injury, property damage, personal injury, death, civil rights violations, and errors and omissions, relating to the operations of the Parties under this Agreement. Such policy shall provide insurance against property damage in an amount not less than \$500,000 and bodily injury with limits of not less \$500,000 per person and \$1,000,000 total for each occurrence; provided, however, the minimum limits of insurance as set forth herein shall be automatically increased at any time the liability limits of the government entities are increased pursuant to the Idaho Tort Claims Act (*Idaho Code Sections 6-901 et seq.*). Such insurance shall be non-cancellable except upon thirty (30) days prior written notice to each Party herein. Each Party shall also secure and maintain at least the statutory amounts of workers' compensation, disability benefits, and unemployment insurance in accordance with the laws of the State of Idaho. Any Party may request proof of insurance at anytime from any other Party. Failure to provide proof of insurance will be considered a breach of this Agreement by the Party failing to provide proof of insurance only and shall not affect the validity of the Agreement among the remaining Parties.

VII

PRE-DETERMINED AUTOMATIC RESPONSE CRITERIA

The following automatic aid procedures shall be initiated as follows:

The **Friedman Memorial Airport Authority** agrees to initiate an automatic aid response consisting of an Aircraft Rescue Fire Fighting (ARFF) apparatus with a sufficient quantity of trained personnel to safely operate the equipment to any aircraft “Alert Level III”, or to any reported large fuel storage facility or tank situation located within ~~the boundaries of the~~ City of Hailey, City of Bellevue or the Wood River Fire Protection District. The Airport Authority shall also automatically respond with a qualified representative to the Incident Command Post of any aircraft emergency located within the jurisdictions of the parties, to provide accurate technical support to the command officers.

The **Bellevue Fire Department** agrees to initiate an automatic aid response consisting of one (1) fire engine to any reported aircraft “Alert II or III” emergency incident located within the City of Hailey and the Wood River Fire Protection District and one (1) fire engine to any reported structure fire within the City of Hailey or the Wood River Fire Protection District. In addition, the Bellevue Fire Department shall, when available, initiate an appropriate response within the Wood River Fire Protection District or City of Hailey following notification of an emergency incident in the event Wood River Fire Protection District and City of Hailey Fire Department resources are not available.

The **Wood River Fire Protection District** and the **City of Hailey Fire Department**, while operating under a **Joint Powers Agreement**, agree to initiate an automatic response consisting of appropriate equipment and personnel to all reported emergency incidents located within the Wood River Fire Protection District, the City of Hailey and the southern portion of the Blaine County Ambulance District, as set forth in the latest version of the departments Standard Response Guidelines. The Wood River Fire Protection District and City of Hailey Fire Department also agree to initiate an automatic response consisting of two (2) fire engines and an ambulance to all reported structure fires located within the City of Bellevue. In addition, the Wood River Fire Protection District and the City of Hailey Fire Department also agrees to initiate an automatic response consisting of an aerial ladder truck if the call for service is a reported structure fire in a designated “Target Hazard” located within the City of Bellevue at the time of dispatch. Target Hazards shall for the purpose of this agreement consist of any residential or commercial structure three (3) stories or taller. Wood River Fire Protection District and the City of Hailey Fire Department also agrees to initiate an automatic response of appropriate equipment and personnel to any reported aircraft “Alert II or III” emergency located within the City of Bellevue and, when available, following notification of other reported fire emergencies, in the event Bellevue Fire Department resources are not available.

VIII
PRE-INCIDENT PLANNING

The Chief Officers of the Parties hereto may from time to time mutually establish pre-incident plans which shall indicate the type and locations of potential problem areas where emergency assistance may be needed, the type of equipment that should be deployed and the various possible circumstances, the number of personnel that should be deployed under such circumstances and the training to be conducted to ensure efficient operation. The Parties hereto agree to take such steps as are feasible to standardize such equipment as couplings, hoses and apparatus so that said equipment can be fully utilized by any of the Parties hereto. Such plans shall take into consideration the proper protection by the Requested Party of its own geographical area.

IX
DURATION AND TERMINATION

This agreement shall remain in full force and effect for three (3) years from the date hereof, unless sooner terminated, and may be renewed for an additional three (3) years with the written consent of all parties. No Party may modify this Agreement without the written consent of all current Parties to this Agreement. However, any party may terminate its participation in this agreement prior to expiration as follows:

- a. Written notice shall be served by any party hereto upon all other parties of its intention to terminate its participation in this agreement. Such notice shall be served not less than thirty (30) days prior to the termination date set forth therein. Such notice shall automatically terminate the agreement as to the party giving notice on the date set in the notice.
- b. Termination of the agreement between the parties affected by such notification shall not affect the continuation of the agreement as to any party not notifying an intention to withdraw as provided herein.
- c. Termination of the relationship referred to in this agreement by any party shall not preclude any existing or future agreements between the parties.

X
AGREEMENT NOT EXCLUSIVE

This agreement is not intended to be exclusive between the parties hereto. Any of the Parties hereto may, as they deem necessary or expedient, enter into separate automatic assistance or

automatic aid agreements with any other party or parties. Entry into such separate agreement shall not, unless specifically stated therein, affect any relationship or covenant herein contained. No such separate agreement shall terminate any responsibility hereunder unless notice shall be given pursuant to Section IX of this agreement.

XI MISCELLANEOUS PROVISIONS

a. Paragraph Headings. The headings in this Agreement are inserted for convenience and identification only and are in no way intended to describe, interpret, define or limit the scope, extent or intent of this Agreement or any of the provisions of the Agreement.

b. Provision Severable. Every provision of this Agreement is intended to be severable. If any term or provision hereof is illegal or invalid for any reason whatsoever, such illegality or invalidity shall not affect the validity of the remainder of the Agreement.

c. Rights and Remedies are Cumulative. The rights and remedies provided by this Agreement are cumulative and the use of any one right or remedy by any party shall not preclude nor waive its rights to use any or all other remedies. Any rights provided to the parties under this Agreement are given in addition to any other rights the parties may have by law, statute, ordinance or otherwise.

d. Entire Agreement. This Agreement contains the entire agreement between the Parties respecting the matters herein set forth and supersedes all prior agreements between the Parties hereto respecting such matters.

e. Governing Law. This Agreement shall be construed in accordance with the laws of the State of Idaho.

f. Preparation of Agreement. No presumption shall exist in favor of or against any Party to this Agreement as a result of the drafting and preparation of the document.

g. No Waiver. No waiver of any breach by any Party of the terms of this Agreement shall be deemed a waiver of any subsequent breach of the Agreement.

h. Effective Date. This Agreement is effective between the Parties who have signed this Agreement regardless whether all the Parties listed herein have executed this Agreement

IN WITNESS WHEREOF, this agreement has been executed by the parties as of the date first above written.

_____ **City of Bellevue, Mayor**

_____ **Friedman Memorial Airport Authority, Chairman**

_____ **City of Hailey, Mayor**

_____ **Wood River Fire Protection District, Chairman**



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

Northwest Mountain Region
Office of the Regional Administrator

1601 Lind Avenue S.W.
Renton, WA 98057-3356

ATTACHMENT 7

MAR 09 2018

The Honorable Christopher Koch
Mayor of Bellevue
115 E Pine Street
PO Box 825
Bellevue, ID 83313

Dear Mayor Koch:

Thank you for your February 8, 2018 letter regarding Opposite Direction Operations (ODO) at the Friedman Memorial Airport (SUN) and your concerns for the health and safety of the citizens of Bellevue. The Federal Aviation Administration (FAA) appreciates you taking the time to share your concerns as it continues to ensure the safety and efficiency of our nation's navigable airspace.

SUN's location and the surrounding terrain place unique limitations on operations as a majority of air traffic must arrive and depart through the valley south of the airport. Due to the operational impacts resulting from the terrain, the use of visual separation ODO at SUN is authorized by the Director, Air Traffic Operations, Western Service Area, in accordance with FAA Order 7210.3AA Facility Operation and Administration, Section 2-1-31 ODO, paragraph e5. The application of visual separation ODO is critical to maintaining an efficient level of Instrument Flight Rules operations to and from SUN and is a demonstrably safe and efficient procedure.

The use of control points, or cutoff points, is a crucial factor in applying ODO procedures and are required in all ODO environments. The Sun Valley Federal Contract Tower (FCT) developed cutoff points in accordance with FAA Order 7210.3AA, paragraph 2-1-31d, which prescribes the following six factors to be considered when developing cutoff points: 1) Aircraft performance, 2) Type of approach, 3) Operational position configuration, 4) Runway configuration, 5) Weather conditions, and 6) Existing facility waivers. Furthermore, the Sun Valley FCT is required to meet opposite direction requirements as prescribed by FAA Joint Orders 7210.3 and 7110.65V Air Traffic Control.

Sun Valley FCT periodically evaluates its ODO procedures, including the location of the cutoff points, to ensure the highest level of safety is maintained. There is currently no plan to change or rescind cutoff points as operations at SUN continue to demonstrate the safety and efficiency of the procedures used.

Thank you for the opportunity to answer your inquiry.

Sincerely,

David C. Suomi
Regional Administrator
Northwest Mountain Region