

**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, September 4, 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
September 4, 2018**

- I. **APPROVE AGENDA – ACTION ITEM**
- II. **PUBLIC COMMENT (10 Minutes Allotted)**
- III. **FRIEDMAN MEMORIAL AIRPORT AUTHORITY MEETING MINUTES OF:**
 - A. August 7, 2018 Regular Meeting – Motion to Approve – **Attachment #1 ACTION ITEM**
- 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)
- VI. **ACTION ITEMS**
 - A. NEW BUSINESS
 - 1. Blue Sky Hangar Lease - Consideration of Motion to Approve – **Attachment #5 ACTION ITEM**
 - B. CONTINUING BUSINESS
 - 1. 1ST Reading (Title Only) FMAA Amended Regulation 94-1 regarding Ground Transportation Service Providers at the Airport and Consideration of Motions to Waive Readings and Adopt Regulation – **Attachment #6 ACTION ITEM**
- VII. **DISCUSSION AND UPDATES**
 - A. NEW BUSINESS
 - 1. Tower and Airspace Planning Request For Qualifications (RFQ) – **Attachment #7**
 - B. CONTINUING BUSINESS
 - 1. Construction and Capital Projects
 - i. Terminal Air Carrier Apron and Parking Lot Improvements
 - ii. Snow Removal Equipment Acquisition
 - iii. ARFF Equipment Acquisition
 - iv. Landscaping
 - 2. Airport Planning Projects
 - i. Environmental Assessment for Runway Protection Zone and Obstruction Removal
- 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. August 7, 2018 Regular Meeting – Motion to Approve – **Attachment #1 ACTION ITEM**

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 a report if appropriate.

- E. Airport Manager Report

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

V. AIRPORT STAFF BRIEF - (5 Minutes Allotted)

- A. Noise Complaints in August 2018

| LOCATION | DATE | TIME | AIRCRAFT TYPE | INCIDENT | ACTION/RESPONSE |
|-----------------------|-----------|-----------|---------------|--------------------|---|
| Hailey – Little Indio | 8/12/2018 | 7:15 a.m. | Jet | Loud jet departing | <p>Caller stated a jet took off Just after 7 a.m. and woke her up. She advised she knew it was the early departing Delta flight to Salt Lake City. Caller wanted to know how many people were on this particular flight as well as the number of people on it on any given Sunday.</p> <p>Caller stated that she doesn't think any of the flights are even close to capacity and that there is no need for us to cater to the so few that use the airport. Caller stated concerns about quality of life and why we even bother to have a noise abatement line if nothing continues to be done about it. Caller requested a return call.</p> <p>The Airport Manager tried to call her back to discuss her concerns but was only able to leave a voicemail. Voicemail was unreturned. In the past the Operations Manager has attempted to return her calls at her request, but those calls have also gone unreturned.</p> |

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 - 2018 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:

| | June | |
|--|------------------|----------------|
| Total Non-Federal Revenue | June 2018 | \$216,743.17 |
| Total Non-Federal Revenue | June, 2017 | \$203,383.28 |
| | | |
| Total Non-Federal Revenue | FY '18 thru June | \$2,154,822.64 |
| Total Non-Federal Revenue | FY '17 thru June | \$2,041,653.79 |
| | | |
| Total Non-Federal Expenses | June, 2018 | \$214,055.43 |
| Total Non-Federal Expenses | June, 2017 | \$181,739.04 |
| | | |
| Total Non-Federal Expenses | FY '18 thru June | \$2,238,051.48 |
| Total Non-Federal Expenses | FY '17 thru June | \$2,078,055.88 |
| | | |
| Net Income to include Federal Programs | FY '18 thru June | \$-41,763.00 |
| Net Income to include Federal Programs | FY '17 thru June | \$-219,959.17 |

C. Airport Commercial Flight Interruptions (unofficial):

| AIRLINE | FLIGHT CANCELLATIONS | FLIGHT DIVERSIONS |
|-----------------|----------------------------|-------------------|
| | August 1 through August 29 | |
| Alaska Airlines | None | None |
| Delta | None | None |
| United | None | None |

VI. ACTION ITEMS

A. NEW BUSINESS

1. **Blue Sky Hangar Lease - Consideration of Motion to Approve – Attachment #5 ACTION ITEM**

The Board Finance/Lease Committee and staff have been working with the current/new hangar tenant for the past couple of months to renew this lease. The draft lease is reflective of negotiations and airport lease policies and rates. The draft lease is included as **Attachment #5**.

The Board Finance/Lease Committee requests Board review and approval of the draft lease terms in compliance with the Board's contract policy approved earlier this year (contracts with annual value greater than \$50,000 need full Board approval).

The Board Finance/Lease Committee recommends approval of the new lease.

B. CONTINUING BUSINESS

1. **1ST Reading (Title Only) FMAA Amended Regulation 94-1 regarding Ground Transportation Service Providers at the Airport and Consideration of Motions to Waive Readings and Adopt Regulation – Attachment #6 ACTION ITEM**

As required in the Procedures for Enacting Airport Regulations that the Board approved in March, Staff has posted the proposed Regulation on the airport website and has provided each GTSP operator and airport commercial tenant with a copy of the proposed Regulation.

The next step will be finalizing the Regulation and placing it on this month's agenda for its passage and first public reading. Board procedures state that the Regulation shall be read on three (3) separate days, two (2) of which may be by title only; however, by vote of a majority of the Board, two (2) of the three (3) readings and reading of the full regulations may be waived.

Once the readings are completed and the Regulation is adopted, staff will publish a summary of the regulation consistent with I.C. §50-901A

VII. DISCUSSION AND UPDATES

A. NEW BUSINESS

1. **Tower and Airspace Planning Request for Qualifications (RFQ) – Attachment #7**

As discussed with the Board at the August meeting, staff has developed a draft RFQ for Air Traffic Control Tower and airspace planning services. The draft RFQ is included as **Attachment #7**.

The purpose of the RFQ is to select a consultant who will provide tower and airspace planning services to the Board and staff as we work through our Air Traffic Control Tower replacement efforts. As discussed with the Board at the last meeting, some or all of the future tower and airspace planning efforts may be FAA Airport Improvement Program (AIP) eligible. For such services to be AIP eligible, we must follow the FAA's consultant selection requirements and this RFQ process meets those requirements.

If the Board is supportive of the RFQ, staff would like to publish the RFQ on September 5, with the goal of making a recommendation to the Board to select a consultant or move forward with interviews at the October meeting. Staff is requesting volunteers to form a selection committee to review the Statements of Qualifications from interested consultants.

B. CONTINUING BUSINESS

1. Construction and Capital Projects

i. Terminal Air Carrier Apron and Parking Lot Improvements

Work on this project resumed on August 20. Work on the retaining wall is underway, with one section poured on August 23 and the next section scheduled for August 28. Construction of fill behind the wall is also underway, along with construction of the sidewalk at the base of the wall. After Labor Day, the contractor will be given access to the apron area and will begin removing asphalt and preparing to construct concrete pavement. Concrete pavement construction is scheduled for late September, with all work complete before the end of October. A brief summary of the contractor's schedule will be presented at the meeting.

ii. Snow Removal Equipment Acquisition

The bidding documents and specifications for the snow broom are "on the street" and bids are due on August 30. Bids will be evaluated immediately after the opening and preliminary results shared with the FAA, in order to meet the August 31 bidding deadline for supplemental discretionary funding. A full report on the bids and, if possible, a recommendation to award will be presented at the meeting.

iii. ARFF Equipment Acquisition

This project will be completed later this calendar year or in early 2019. There is no progress to report at this time.

iv. Landscaping

When the apron expansion and parking lot reconfiguration project was presented to the City of Hailey for design review, the project included landscaping improvements in front of the retaining wall and in other areas adjacent to the new sidewalk and roads. This work was excluded from the original bid, as it is ineligible for AIP funds.

A separate project will be necessary to install this landscaping, and the consultant team is preparing some documents for this acquisition. Due to the size of the project, a public bidding process is not necessary. Instead, three quotes will be obtained from landscaping contractors and the work awarded to the firm submitting the lowest quote. The results of this process will be presented at the October

meeting. Depending on weather, construction of the improvements may not take place until Spring 2019.

The cost of the landscaping was included in the overall project cost estimate.

2. Airport Planning Projects

i. Environmental Assessment for Runway Protection Zone and Obstruction Removal

Currently, FAA is reviewing the draft 4(f) evaluation. T-O Engineers developed the 4(f) evaluation consistent in format to a recently developed 4(f) evaluation (Grand Junction Colorado) that has passed FAA legal review at the Region. After we gain FAA approval to finalize the 4(f) evaluation, FAA will proceed forward in finalizing the Memorandum of Agreement (MOA) with Idaho State Historic Preservation Office (SHPO) and the land owner. The MOA must be finalized prior to the completion of the Final Environmental Assessment (FEA).

And new developments at the meeting.

VIII. PUBLIC COMMENT

- | | | |
|-----|---|---|
| IX. | EXECUTIVE SESSION - I.C. §74-206 (c) | To acquire an interest in real property which is not owned by a public agency |
| | I.C. §74-206 (f) | To communicate with legal counsel to discuss legal ramifications for controversy imminently likely to be litigated |

X. ADJOURNMENT

ATTACHMENT 1

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

**August 7, 2018
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chairman – Don Keirn, Vice-Chairman – Jacob Greenberg, Secretary - Lawrence Schoen, Treasurer – Ron Fairfax, Board - Angenie McCleary, Fritz Haemmerle, 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: Centerlyne – Sarah Shepard, Candace Crew, T-O Engineers – Dave Mitchell, Telford Consulting – Todd Telford

AIRPORT TENANTS/PUBLIC: Comp Plan – Len Harlig, Fly Sun Valley Alliance – Carol Waller, Blaine County P & Z - Dick Fosbury

CALL TO ORDER:

The meeting was called to order at 5:32 p.m. by Chairman Keirn.

I. APPROVE AGENDA

The agenda was approved with the following changes:

VII. ACTION

A. NEW BUSINESS

1. Consideration of Motion to Extend License Agreement with Landowner

~~1.~~ 2. Engineering Services for Snow Removal and Aircraft Rescue Firefighting Equipment Acquisition – Consider approval of T-O Work Orders

~~2.~~ 3. Airport Layout Plan – Consider approval for FMAA Chairman Signature

B. CONTINUING BUSINESS

~~1. FMAA Amended Regulation 94-1 regarding Ground Transportation Service Providers at the Airport~~

1. None

VIII. DISCUSSION AND UPDATES

B. CONTINUING BUSINESS

3. Misc.

i. Potential Operations of New Global Express 7000 at SUN

ii. FMAA Amended Regulation 94-1 regarding Ground Transportation Service Providers at the Airport

MOTION:

Made by Board Member Cooley to approve the Agenda with the addition of New Business for the consideration of a motion to extend a license agreement with a landowner. Seconded by Board Member Fairfax.

PASSED UNANIMOUSLY

II. PUBLIC COMMENT

Mr. Len Harlig thanked the Board and Staff for the parking lot signage and improvements.

Airport Consultant Mitchell informed the Board that T-O Engineers has recently acquired GEA Engineers firm from Cody, Wyoming.

III. PUBLIC HEARING

A. FY '19 Budget – Motion to Approve (See Brief)

Contracts/Finance Administrator Emerick briefed the Board on the Fiscal Year 2019 Draft Budget revisions requested at the July meeting.

Board Member Schoen asked for clarification on the overall budget projection and if there was a portion allocated to obtaining a larger kiosk with a restroom for the parking lot staff.

Airport Manager Pomeroy responded that during the parking lot planning phase the cost of a new kiosk was more than the budgeted amount and the Board had opted to make use of the existing booth with a portable restroom nearby.

Chairman Keirn opened the discussion for public comment.

No public comment was made.

MOTION: *Made by Vice-Chairman Greenberg to approve the Friedman Memorial Airport Fiscal Year 2019 Budget in the amount of \$10,374,670.70. Seconded by Board Member McCleary.*

PASSED UNANIMOUSLY

IV. APPROVE FMAA MEETING MINUTES

A. June 26, 2018 Special Meeting and the July 10, 2018 Regular Meeting (See Brief)

MOTION: *Made by Vice-Chairman Greenberg to approve the June 26, 2018 Special Meeting Minutes and July 10, 2018 Friedman Memorial Airport Authority Regular Meeting Minutes as presented. Seconded by Board Member Cooley.*

**PASSED
BOARD MEMBER HAEMMERLE ABSTAINED**

V. REPORTS

A. Chairman Report

No report was given.

B. Blaine County Report

Board Member McCleary commended the Airport and Staff on their role in assisting the firefighting efforts in the Sharps Fire.

C. City of Hailey Report

Board Member Haemmerle also thanked the Airport and Staff in assisting with the Sharps Fire.

D. Fly Sun Valley Alliance Report

Fly Sun Valley Alliance (FSVA) representative, Carol Waller informed the Board that United Airlines will be servicing the Los Angeles area with a new flight in the winter. She commented that Delta is also planning to increase their winter flight schedule.

Chairman Keirn asked if smoke from the Sharps Fire had negatively impacted any flights.

Airport Manager Pomeroy responded that the scheduled flights had not been negatively impacted by the fire.

E. Airport Manager Report

Airport Manager Pomeroy briefed the Board on the following:

- Airport Manager Pomeroy recognized Todd Telford, Telford Consulting on his effort and persistence in setting up the IT component of the parking lot equipment and ensuring that the installation was successful.
- The Airport Manager also recognized Steve Guthrie, Airport Security Coordinator for his exceptional work in maintaining the security program at the Airport.
- The July fly-in event was very successful due in part to the on-going coordination between the SUN Tower, Federal Aviation Administration (FAA) SLC Center and Airport Staff that resulted in zero air carrier passenger missed connections all week.
- The Airport served as an important base of operations that aided in the early stages of fighting the Sharps Fire.
- The Airport Manager has invited the Helena FAA Office for a Joint Planning Conference, August 15, 2018 to discuss the Tower Replacement and Capital Improvement Projects.
- On the horizon, the Board should anticipate an update at the September meeting regarding Phase 2, Air Carrier Ramp Construction, Tower Replacement options, Tower/Airspace Planning Request for Qualifications (RFQ) FAA procurement process.

Board Member McCleary asked if the negative behavior from passengers towards the parking lot ambassadors has improved.

Airport Manager Pomeroy responded that he has received feedback from The Car Park that the situation is improving.

Board Member Haemmerle asked what actions are taken when a passenger disregards the ambassadors instructions.

Airport Manager Pomeroy responded that as of August 1, 2018 the ambassadors can issue citations, however; they have been instructed to issue warnings in the meantime.

VI. 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)**

VII. ACTION

A. NEW BUSINESS

1. Consideration of Motion to Extend License Agreement with Landowner

Airport Manager Pomeroy briefed the Board that the landowner is has agreed to extend the avigation license agreement for the tree lights in order to allow more time to continue negotiations for the potential acquisition of the Runway Protection Zone (RPZ) land.

MOTION: *Made by Board Member Haemmerle to extend License Agreement with Landowner for an additional 90 days to December 31, 2018. Seconded by Vice-Chairman Greenberg.*

PASSED UNANIMOUSLY

2. Engineering Services for Snow Removal and Aircraft Rescue Firefighting Equipment Acquisition – Consider Approval of T-O Work Orders

Airport Manager Pomeroy briefed the Board on the Engineering Services for Snow Removal and Aircraft Rescue Firefighting Equipment Acquisitions scheduled for FY '19 and requested that the Board consider authorizing Staff and Engineers to proceed with the project to acquire snow removal equipment with bids to be opened by September 1, 2018.

MOTION: *Made by Haemmerle to approve T-O Work Order 18-02 in the amount of \$26,975.00 for acquiring Snow Removal Equipment and authorize Staff and T-O Engineers to proceed with the project. Seconded by Vice-Chairman Greenberg.*

PASSED UNANIMOUSLY

Airport Manager Pomeroy briefed the Board on the Engineering Services for an Aircraft Rescue Firefighting (ARFF) Equipment Acquisition and asked the Board to consider the approval of T-O Work Order 18-03 for FY '19.

Board Member Cooley voiced his concern that the engineering agreement is excessive.

MOTION: *Made by Board Member Haemmerle to approve T-O Engineers Work Order 18-03 in the amount not to exceed \$36,450.00 for the purpose of acquiring Aircraft Rescue Firefighting Equipment and authorize Staff and T-O Engineers to proceed with the project. Seconded by Board Member Schoen.*

PASSED UNANIMOUSLY

2. 3. Airport Layout Plan – Consider approval for FMAA Chairman Signature

Airport Manager Pomeroy informed the Board that the Federal Aviation Administration (FAA) has approved the Airport Layout Plan (ALP) that was part of the Master Plan submitted to the FAA in 2017. He requested that the Board authorize the Chairman to sign the ALP to complete the Master Plan Update process.

MOTION:

Made by Board Member Schoen to authorize the Friedman Memorial Airport Board Chairman to sign the FAA approved ALP Drawings and maps. Seconded by Vice-Chairman Greenberg.

PASSED UNANIMOUSLY

B. CONTINUING BUSINESS

1. FMAA Amended Regulation 94-1 regarding Ground Transportation Service Providers at the Airport

1. None

VIII. DISCUSSION AND UPDATES

A. NEW BUSINESS (See Power Point Presentation)

1. AIP 042 Grant Amendment and Sponsor Resolution

Airport Manager Pomeroy briefed the Board on the status of AIP '42 and commented that an amendment for FY '18 FAA entitlement funds is being processed due to a recent change in the scope of work to include an entry/exit configuration in the amount of \$25,567.

2. FY 2018 FAA Grant Application and Sponsor Resolutions

Airport Manager Pomeroy informed the Board that the FY '18 grant application has been submitted based on direction from the Chairman. The FAA grant offer in the amount of \$1,042,815 is expected in August and sponsor resolutions to accept the offer will be necessary.

B. CONTINUING BUSINESS (See Power Point Presentation)

1. Construction and Capital Projects

i. Terminal Air Carrier Apron and Parking Lot Improvements

Airport Engineer Mitchell briefed the Board on the status of the Terminal Air Carrier Apron and Parking Lot Improvements project and commented that Phase 1A, and 1B have been completed. Phase 1C that should have been completed on June 8th is currently delayed and completion is now expected in September.

Board Member Fairfax asked if the Phase 2 - Apron Expansion project that is scheduled to begin in the fall would have to be delayed as well.

Airport Engineer Mitchell responded that he and Airport Manager Pomeroy are working on a schedule that would allow the contractor to be able to pour the concrete before Labor Day so it will not impact air carriers flight schedules or Phase 2 of the project.

2. Airport Planning Projects (See Power Point Presentation)

i. Environmental Assessment for Runway Protection Zone and Obstruction Removal

Airport Engineer Mitchell briefed the Board on the EA status and commented that the consulting team has obtained additional comments by the FAA and they are being addressed. The schedule for the Board Review and Public Hearing will be determined following the resubmittal of the documents.

Chairman Keirn asked if the State Historical Preservation Office (SHPO) tree mitigation issue had been resolved.

Airport Engineer Mitchell responded that the issue was ongoing.

3. Misc.

i. Potential Operations of New Global Express 7000 at SUN

Airport Manager Pomeroy briefed the Board on the potential future operations of New Global Express 7000 and touched on the following points:

- The potential owner and valley visitor is expected to have a low activity level and an operating procedure would be developed.
- The wingspan of this aircraft of 104' exceeds the established Modifications on Standards (MOS) limit of 100'.
- FMAA cannot restrict access based on wingspan.
- At the request of the FAA, T-O Engineers completed an analysis verifying that no significant operating procedures would be necessary and found that there are no wingtip clearance issues at 104'.
- The aircraft is expected to be quieter than the current fleet of Globals.
- For operations, a 24-hour Prior Permission Required (PPR) obtained through the Airport Manager or Operations Manager would be necessary.
- The aircraft would not have access to Taxiway B, south of Taxiway B6.

Board Member Haemmerle asked what ability the Airport Manager possessed to regulate aircraft with wingspans over 100' and expressed his frustration with not being able to prevent larger aircraft from using the Airport.

Airport Manager Pomeroy responded that a significantly larger wingspan could penetrate into the safety area and the aircraft operations would require a taxiway sterilization procedure. A 104' wingspan does not present this issue.

Board Member Fairfax also voiced his concern and asked at what point would the Airport not accept the manufacturers service bulleting with a weight restriction of 95,000 pounds and longer wingspan.

Airport Manager Pomeroy responded that the best course of action is to coordinate with the FAA and monitor the new aircraft fleets as they evolve.

ii. FMAA Amended Regulations 94-1 Regarding Ground Transportation Service Providers at the Airport

Airport Manager Pomeroy briefed the Board that their requested revisions had been made to the Amended Regulations 94-1 Regarding Ground Transportation Service Providers and the first reading is anticipated to take place at the September meeting.

Board Member Schoen requested that the County and City representatives on the Board approach their respective State organizations, the Association of Idaho Cities, Idaho Association of Counties, and the Transportation Committee to seek an amendment to Idaho Code 49-3715 which exempts Transportation Network Companies from local jurisdiction regulation.

Board Member Haemmerle requested that the legal counsel reviews the determination with the City of Hailey counsel to assure that any violation of the regulation as stated on page 10, may result in a conviction for a misdemeanor under City of Hailey Ordinances.

IX. PUBLIC COMMENT

Mr. Len Harlig asked what larger aircraft would trigger the FAA from reclassifying the Airport from a C-III category and at any point could the weight restrictions change.

Airport Manager Pomeroy responded that there would be no risk for change into a different classification as the weight restriction has been established through the legal process and changes are not anticipated.

X. ADJOURNMENT

The August 7, 2018 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 6:56 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 June 2018

| | Oct '17 - Jun 18 | Budget | \$ Over Budget | % of Budget |
|--|-------------------|-------------------|-------------------|---------------|
| Ordinary Income/Expense | | | | |
| Income | | | | |
| 4000-00 · AIRCARRIER | | | | |
| 4000-01 · Aircarrier - Lease Space | 63,390.82 | 68,895.00 | -5,504.18 | 92.0% |
| 4000-02 · Aircarrier - Landing Fees | 127,523.61 | 135,325.00 | -7,801.39 | 94.2% |
| 4000-03 · Aircarrier - Gate Fees | 900.00 | 1,200.00 | -300.00 | 75.0% |
| 4000-04 · Aircarrier - Utility Fees | 21,293.12 | 17,750.00 | 3,543.12 | 120.0% |
| 4000-05 · Aircarrier - Misc. | 0.00 | 18,000.00 | -18,000.00 | 0.0% |
| 4010-07 · Aircarrier - '14 PFC App | 259,044.87 | 282,500.00 | -23,455.13 | 91.7% |
| Total 4000-00 · AIRCARRIER | 472,152.42 | 523,670.00 | -51,517.58 | 90.2% |
| 4020-00 · TERMINAL AUTO PARKING REVENUE | | | | |
| 4020-01 · Automobile Parking - Terminal | 277,584.09 | 213,800.00 | 63,784.09 | 129.8% |
| Total 4020-00 · TERMINAL AUTO PARKING REVENUE | 277,584.09 | 213,800.00 | 63,784.09 | 129.8% |
| 4030-00 · AUTO RENTAL REVENUE | | | | |
| 4030-01 · Automobile Rental - Commission | 329,036.03 | 413,800.00 | -84,763.97 | 79.5% |
| 4030-02 · Automobile Rental - Counter | 20,556.72 | 20,565.00 | -8.28 | 100.0% |
| 4030-03 · Automobile Rental - Auto Prkng | 62,446.34 | 59,790.00 | 2,656.34 | 104.4% |
| 4030-04 · Automobile Rental - Utilities | 1,501.68 | 1,355.00 | 146.68 | 110.8% |
| Total 4030-00 · AUTO RENTAL REVENUE | 413,540.77 | 495,510.00 | -81,969.23 | 83.5% |
| 4040-00 · TERMINAL CONCESSION REVENUE | | | | |
| 4040-01 · Terminal Shops - Commission | 747.73 | 2,400.00 | -1,652.27 | 31.2% |
| 4040-02 · Terminal Shops - Lease Space | 0.00 | 12,560.00 | -12,560.00 | 0.0% |
| 4040-03 · Terminal Shops - Utility Fees | 471.98 | 1,050.00 | -578.02 | 45.0% |
| 4040-10 · Advertising - Commission | 37,455.05 | 33,450.00 | 4,005.05 | 112.0% |
| 4040-11 · Vending Machines - Commission | 13,265.95 | 12,750.00 | 515.95 | 104.0% |
| 4040-12 · Terminal ATM | 494.50 | 150.00 | 344.50 | 329.7% |
| Total 4040-00 · TERMINAL CONCESSION REVENUE | 52,435.21 | 62,360.00 | -9,924.79 | 84.1% |
| 4050-00 · FBO REVENUE | | | | |
| 4050-01 · FBO - Lease Space | 116,031.75 | 113,385.00 | 2,646.75 | 102.3% |
| 4050-02 · FBO - Tiedown Fees | 148,962.81 | 221,500.00 | -72,537.19 | 67.3% |
| 4050-03 · FBO - Landing Fees - Trans. | 201,981.48 | 182,000.00 | 19,981.48 | 111.0% |
| 4050-04 · FBO - Commission | 16,838.29 | 14,650.00 | 2,188.29 | 114.9% |
| 4050-07 · FBO - Miscellaneous | 0.00 | 0.00 | 0.00 | 0.0% |
| Total 4050-00 · FBO REVENUE | 483,814.33 | 531,535.00 | -47,720.67 | 91.0% |
| 4060-00 · FUEL FLOWAGE REVENUE | | | | |
| 4060-01 · Fuel Flowage - FBO | 203,197.35 | 216,015.00 | -12,817.65 | 94.1% |
| Total 4060-00 · FUEL FLOWAGE REVENUE | 203,197.35 | 216,015.00 | -12,817.65 | 94.1% |

10:17 AM

08/21/18

Accrual Basis

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

| | Oct '17 - Jun 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 | 363,810.00 | 357,000.00 | 6,810.00 | 101.9% |
| 4080-02 · Land Lease - Hangar/Trans. Fee | 8,628.25 | 1,350.00 | 7,278.25 | 639.1% |
| 4080-03 · Hangar/Utilities (E8,11,24) | 0.00 | 1,200.00 | -1,200.00 | 0.0% |
| 4080-05 · Land Lease - FMA Hangar Rentals | 4,150.70 | 26,000.00 | -21,849.30 | 16.0% |
| Total 4080-00 · HANGAR REVENUE | 376,588.95 | 385,550.00 | -8,961.05 | 97.7% |
| 4090-00 · TIEDOWN PERMIT FEES REVENUE | | | | |
| 4090-01 · Tiedown Permit Fees (FMA) | 9,415.07 | 8,650.00 | 765.07 | 108.8% |
| Total 4090-00 · TIEDOWN PERMIT FEES REVENUE | 9,415.07 | 8,650.00 | 765.07 | 108.8% |
| 4100-00 · CARGO CARRIERS REVENUE | | | | |
| 4100-01 · Cargo Carriers - Landing Fees | 7,388.01 | 6,950.00 | 438.01 | 106.3% |
| 4100-02 · Cargo Carriers - Tiedown | 2,970.00 | 3,000.00 | -30.00 | 99.0% |
| Total 4100-00 · CARGO CARRIERS REVENUE | 10,358.01 | 9,950.00 | 408.01 | 104.1% |
| 4110-00 · MISCELLANEOUS REVENUE | | | | |
| 4110-01 · Misc. Revenue | 147.54 | | | |
| 4110-09 · Miscellaneous Expense Reimburse | 3,790.10 | | | |
| Total 4110-00 · MISCELLANEOUS REVENUE | 3,937.64 | | | |
| 4120-00 · GROUND TRANSP. PERMIT REVENUE | | | | |
| 4120-01 · Ground Transportation Permit | 19,200.00 | 13,150.00 | 6,050.00 | 146.0% |
| 4120-02 · GTSP - Trip Fee | 3,300.00 | 2,650.00 | 650.00 | 124.5% |
| Total 4120-00 · GROUND TRANSP. PERMIT REVENUE | 22,500.00 | 15,800.00 | 6,700.00 | 142.4% |
| 4400-00 · TSA/SECURITY | | | | |
| 4400-02 · Terminal Lease | 30,273.75 | 30,285.00 | -11.25 | 100.0% |
| 4400-03 · Security Prox. Cards | 31,300.00 | 29,920.00 | 1,380.00 | 104.6% |
| Total 4400-00 · TSA/SECURITY | 61,573.75 | 60,205.00 | 1,368.75 | 102.3% |
| 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% |

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

| | Oct '17 - Jun 18 | Budget | \$ Over Budget | % of Budget |
|--|---------------------|---------------------|----------------------|---------------|
| 4510-00 · DOT/Small Community Air Service | | | | |
| 4510-01 · Small Community Air Service | 295,305.90 | 250,000.00 | 45,305.90 | 118.1% |
| 4510-02 · Small Community Air Serv. 2016 | 0.00 | 0.00 | 0.00 | 0.0% |
| Total 4510-00 · DOT/Small Community Air Service | 295,305.90 | 250,000.00 | 45,305.90 | 118.1% |
| 4520-00 · INTEREST REVENUE | | | | |
| 4520-01 · Interest Revenue - General | 26,551.10 | 7,595.00 | 18,956.10 | 349.6% |
| 4520-07 · Interest Revenue - '14 PFC | 10.71 | 308.00 | -297.29 | 3.5% |
| Total 4520-00 · INTEREST REVENUE | 26,561.81 | 7,903.00 | 18,658.81 | 336.1% |
| 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 | 568,839.16 | 2,490,803.00 | -1,921,963.84 | 22.8% |
| Total 4743-00 · AIP 43 - Air Carrier /Pkg. Lot | 568,839.16 | 2,490,803.00 | -1,921,963.84 | 22.8% |
| 4744-00 · AIP '44 RPZ Acquisition EA | | | | |
| 4744-01 · AIP '44 - RPZ Acquisition - EA | 22,893.53 | 73,828.13 | -50,934.60 | 31.0% |
| Total 4744-00 · AIP '44 RPZ Acquisition EA | 22,893.53 | 73,828.13 | -50,934.60 | 31.0% |
| Total Income | 3,300,916.81 | 5,370,829.13 | -2,069,912.32 | 61.5% |
| Gross Profit | 3,300,916.81 | 5,370,829.13 | -2,069,912.32 | 61.5% |
| Expense | | | | |
| EXPENDITURES | | | | |
| "A" EXPENSES | | | | |
| 5000-01 · Salaries - Airport Manager | 110,484.03 | 105,300.00 | 5,184.03 | 104.9% |
| 5000-02 · Salaries - Assist. Airpt. Manag | 0.00 | 86,247.00 | -86,247.00 | 0.0% |
| 5010-00 · Salaries -Contracts/Finance Adm | 79,203.84 | 75,523.00 | 3,680.84 | 104.9% |
| 5010-01 · Salaries - Office Assist. | 160,920.01 | 148,837.00 | 12,083.01 | 108.1% |
| 5020-00 · Salaries - ARFF/OPS Manager | 76,561.74 | 73,116.00 | 3,445.74 | 104.7% |
| 5030-00 · Salaries - ARFF/OPS Specialist | 306,394.71 | 300,804.75 | 5,589.96 | 101.9% |
| 5040-00 · Salaries-ASC/Sp.Prjct./Ex. Assi | 60,536.69 | 56,250.00 | 4,286.69 | 107.6% |
| 5050-00 · Salaries-Seasonal-Snow Removal | 24,412.00 | 38,000.00 | -13,588.00 | 64.2% |
| 5050-01 · Salaries - Seasonal - Arpt Host | 3,626.00 | 3,500.00 | 126.00 | 103.6% |
| 5050-02 · Salaries - Merit Increase | 0.00 | 42,300.00 | -42,300.00 | 0.0% |
| 5060-01 · Overtime - General | 0.00 | 1,000.00 | -1,000.00 | 0.0% |
| 5060-02 · Overtime - Snow Removal | 15,596.55 | 20,000.00 | -4,403.45 | 78.0% |
| 5060-04 · OT - Security | 0.00 | 2,500.00 | -2,500.00 | 0.0% |
| 5100-00 · Retirement | 94,057.78 | 111,969.00 | -17,911.22 | 84.0% |
| 5110-00 · Social Security/Medicare | 61,073.57 | 73,782.00 | -12,708.43 | 82.8% |
| 5120-00 · Life Insurance | 1,350.05 | 1,499.00 | -148.95 | 90.1% |

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

| | Oct '17 - Jun 18 | Budget | \$ Over Budget | % of Budget |
|---|---------------------|---------------------|--------------------|---------------|
| 5130-00 · Medical Insurance | 144,785.87 | 165,375.00 | -20,589.13 | 87.6% |
| 5160-00 · Workman's Compensation | 13,466.00 | 16,000.00 | -2,534.00 | 84.2% |
| 5170-00 · Unemployment Claims | 518.54 | | | |
| Total "A" EXPENSES | 1,152,987.38 | 1,322,002.75 | -169,015.37 | 87.2% |
| "B" EXPENDITURES | | | | |
| "B" EXPENSES - ADMINISTRATIVE | | | | |
| 6000-00 · TRAVEL EXPENSE | | | | |
| 6000-01 · Travel | 5,592.71 | 12,740.00 | -7,147.29 | 43.9% |
| Total 6000-00 · TRAVEL EXPENSE | 5,592.71 | 12,740.00 | -7,147.29 | 43.9% |
| 6010-00 · SUPPLIES/EQUIPMENT EXPENSE | | | | |
| 6010-01 · Supplies - Office | 6,612.71 | 8,300.00 | -1,687.29 | 79.7% |
| 6010-03 · Supplies - Computer | 4,203.14 | 2,700.00 | 1,503.14 | 155.7% |
| Total 6010-00 · SUPPLIES/EQUIPMENT EXPENSE | 10,815.85 | 11,000.00 | -184.15 | 98.3% |
| 6020-00 · INSURANCE | | | | |
| 6020-01 · Insurance - Liability | 14,200.00 | 12,454.00 | 1,746.00 | 114.0% |
| 6020-02 · Insurance - Public Officials | 24,850.00 | 5,780.00 | 19,070.00 | 429.9% |
| 6020-03 · Insurance-Bldg/Unlic.Veh./Prop | 11,150.00 | 39,600.00 | -28,450.00 | 28.2% |
| 6020-04 · Insurance - Licensed Vehicles | 0.00 | 6,675.00 | -6,675.00 | 0.0% |
| Total 6020-00 · INSURANCE | 50,200.00 | 64,509.00 | -14,309.00 | 77.8% |
| 6030-00 · UTILITIES | | | | |
| 6030-01 · Utilities - Gas/Terminal | 15,011.97 | 9,025.00 | 5,986.97 | 166.3% |
| 6030-02 · Utilities - Gas/AOB & Cold Stor | 6,997.10 | 6,445.00 | 552.10 | 108.6% |
| 6030-03 · Utilities - Elec./Runway&PAPI | 5,642.17 | 6,120.00 | -477.83 | 92.2% |
| 6030-04 · Utilities - Elec./AOB & Cold St | 6,392.97 | 8,175.00 | -1,782.03 | 78.2% |
| 6030-05 · Utilities - Electric/Terminal | 31,681.74 | 32,325.00 | -643.26 | 98.0% |
| 6030-06 · Utilities - Telephone | 11,779.64 | 10,975.00 | 804.64 | 107.3% |
| 6030-07 · Utilities - Water | 875.22 | 1,570.00 | -694.78 | 55.7% |
| 6030-08 · Utilities - Garbage Removal | 6,622.69 | 7,420.00 | -797.31 | 89.3% |
| 6030-09 · Utilities - Sewer | 3,024.39 | 2,365.00 | 659.39 | 127.9% |
| 6030-11 · Utilities - Electric/Tower | 4,744.30 | 4,860.00 | -115.70 | 97.6% |
| 6030-12 · Utilities - Elec./Brdfrd.Hghl | 338.22 | 470.00 | -131.78 | 72.0% |
| 6030-15 · Utilities - Elec/AWOS | 2,942.05 | 2,410.00 | 532.05 | 122.1% |
| 6030-16 · Utilities - Elec. Wind Cone | 90.58 | 112.00 | -21.42 | 80.9% |
| 6030-17 · Utilities - Elec./Gas- Hangar | 3,401.92 | 2,930.00 | 471.92 | 116.1% |
| 6030-18 · Utilities - Lubricant Wst. Dspl | 302.64 | | | |
| Total 6030-00 · UTILITIES | 99,847.60 | 95,202.00 | 4,645.60 | 104.9% |

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

| | Oct '17 - Jun 18 | Budget | \$ Over Budget | % of Budget |
|--|------------------|------------|----------------|-------------|
| 6040-00 · SERVICE PROVIDER | | | | |
| 6040-01 · Service Provider - General | 0.00 | 0.00 | 0.00 | 0.0% |
| 6040-02 · Service Provider - Term. Serv. | 3,482.00 | 5,280.00 | -1,798.00 | 65.9% |
| 6040-03 · Service Provider - AOB Services | 36,602.96 | 24,195.00 | 12,407.96 | 151.3% |
| 6040-04 · Service Provider - Operations | 14,069.36 | 12,850.00 | 1,219.36 | 109.5% |
| Total 6040-00 · SERVICE PROVIDER | 54,154.32 | 42,325.00 | 11,829.32 | 127.9% |
| 6050-00 · PROFESSIONAL SERVICES | | | | |
| 6050-01 · Professional Services - Legal | 36,745.30 | 37,485.00 | -739.70 | 98.0% |
| 6050-02 · Professional Serv. - Audit/Fina | 61,416.24 | 64,000.00 | -2,583.76 | 96.0% |
| 6050-03 · Professional Services - Enginee | 16,010.00 | 5,985.00 | 10,025.00 | 267.5% |
| 6050-05 · Professional Services - Gen. | 14,953.47 | 7,000.00 | 7,953.47 | 213.6% |
| 6050-08 · Professional Services - Securit | 0.00 | 0.00 | 0.00 | 0.0% |
| 6050-10 · Prof. Svcs.-IT/Comp. Support | 9,368.23 | 7,495.00 | 1,873.23 | 125.0% |
| 6050-12 · Prof. Serv.- Planning Air Serv. | 0.00 | 11,250.00 | -11,250.00 | 0.0% |
| 6050-13 · Prof. Serv.-Website Des.& Maint | 992.66 | 4,500.00 | -3,507.34 | 22.1% |
| 6050-15 · Prof. Serv.-Comm.Coord/Pub.Outr | 10,975.97 | 14,985.00 | -4,009.03 | 73.2% |
| 6050-17 · Prof. Serv. - Airspace Consult. | 13,927.92 | 40,000.00 | -26,072.08 | 34.8% |
| Total 6050-00 · PROFESSIONAL SERVICES | 164,389.79 | 192,700.00 | -28,310.21 | 85.3% |
| 6060-00 · MAINTENANCE-OFFICE EQUIPMENT | | | | |
| 6060-04 · Maintenance - Copier | 1,490.74 | 1,900.00 | -409.26 | 78.5% |
| 6060-05 · Maintenance - Phone | 1,215.00 | 1,250.00 | -35.00 | 97.2% |
| Total 6060-00 · MAINTENANCE-OFFICE EQUIPMENT | 2,705.74 | 3,150.00 | -444.26 | 85.9% |
| 6070-00 · RENT/LEASE OFFICE EQUIPMENT | | | | |
| 6070-02 · Rent/Lease - Postage Meter | 897.30 | 1,050.00 | -152.70 | 85.5% |
| Total 6070-00 · RENT/LEASE OFFICE EQUIPMENT | 897.30 | 1,050.00 | -152.70 | 85.5% |
| 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E | | | | |
| 6080-01 · Dues/Memberships | 4,905.74 | 9,500.00 | -4,594.26 | 51.6% |
| 6080-04 · Publications | 15,375.20 | 14,985.00 | 390.20 | 102.6% |
| 6080-06 · Marketing - SCASDP | 0.00 | 0.00 | 0.00 | 0.0% |
| Total 6080-00 · DUES/MEMBERSHIPS/PUBLICATIONS E | 20,280.94 | 24,485.00 | -4,204.06 | 82.8% |
| 6090-00 · POSTAGE | | | | |
| 6090-01 · Postage/Courier Service | 454.16 | 1,465.00 | -1,010.84 | 31.0% |
| Total 6090-00 · POSTAGE | 454.16 | 1,465.00 | -1,010.84 | 31.0% |

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Accrual Basis

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

| | Oct '17 - Jun 18 | Budget | \$ Over Budget | % of Budget |
|---|-------------------|-------------------|-------------------|---------------|
| 6100-00 · EDUCATION/TRAINING | | | | |
| 6100-01 · Education/Training - Admin. | 0.00 | 11,250.00 | -11,250.00 | 0.0% |
| 6100-02 · Education/Training - OPS | 6,405.24 | 7,500.00 | -1,094.76 | 85.4% |
| 6100-03 · Education/Training - ARFF | 10,890.75 | 9,000.00 | 1,890.75 | 121.0% |
| 6100-04 · Ed/Train. - ARFF Trienn. Drill | 0.00 | 0.00 | 0.00 | 0.0% |
| 6100-05 · Education - Noise Abatement | 120.00 | 2,500.00 | -2,380.00 | 4.8% |
| 6100-06 · Education - Security | 0.00 | 3,750.00 | -3,750.00 | 0.0% |
| 6100-07 · Education - Public Outrea/Comm. | 5,101.96 | 9,000.00 | -3,898.04 | 56.7% |
| 6100-08 · Education/Training - HFD Coop. | 799.50 | 5,000.00 | -4,200.50 | 16.0% |
| 6100-09 · Education - SAAC | 6,576.04 | | | |
| Total 6100-00 · EDUCATION/TRAINING | 29,893.49 | 48,000.00 | -18,106.51 | 62.3% |
| 6110-00 · CONTRACTS | | | | |
| 6110-01 · Contracts - General | 0.00 | 1,000.00 | -1,000.00 | 0.0% |
| 6110-02 · Contracts - FMAA | 31,500.00 | 31,500.00 | 0.00 | 100.0% |
| 6110-03 · Contracts - FBO/Fee Collection | 44,100.00 | 44,100.00 | 0.00 | 100.0% |
| 6110-08 · Contracts - Eccles Tree Lights | 10,000.00 | | | |
| 6110-16 · Contracts - Prkg Mngt Fee/Ops | 63,705.81 | | | |
| Total 6110-00 · CONTRACTS | 149,305.81 | 76,600.00 | 72,705.81 | 194.9% |
| 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 | 9,500.94 | 9,330.00 | 170.94 | 101.8% |
| 6130-02 · Misc. - Incident/Accident | 157.20 | | | |
| 6140-00 · Bank Fees | 3,103.78 | 775.00 | 2,328.78 | 400.5% |
| 6150-01 · Interest Exp. - Prkg. Lot Equip | 2,364.85 | | | |
| Total 6130-00 · MISCELLANEOUS EXPENSES | 15,126.77 | 10,105.00 | 5,021.77 | 149.7% |
| 6400-00 · DOT/SCASGP | | | | |
| 6400-01 · DOT/SCASGP | 299,465.27 | | | |
| 6400-02 · DOT/SCASGP - FMAA | 8,073.82 | | | |
| Total 6400-00 · DOT/SCASGP | 307,539.09 | | | |
| Total "B" EXPENSES - ADMINISTRATIVE | 911,203.57 | 583,331.00 | 327,872.57 | 156.2% |

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

| | Oct '17 - Jun 18 | Budget | \$ Over Budget | % of Budget |
|--|------------------|------------------|-------------------|---------------|
| "B" EXPENSES - OPERATIONAL | | | | |
| 6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS | | | | |
| 6500-01 · Supplies/Equipment - General | 4,706.18 | 5,245.00 | -538.82 | 89.7% |
| 6500-02 · Supplies/Equipment - Tools | 6,494.64 | 7,495.00 | -1,000.36 | 86.7% |
| 6500-03 · Supplies/Equipment - Clothing | 3,426.92 | 7,500.00 | -4,073.08 | 45.7% |
| 6500-04 · Supplies/Equipment - Janitorial | 13,465.49 | 14,750.00 | -1,284.51 | 91.3% |
| Total 6500-00 · SUPPLIES/EQUIPMENT-OPERATIONS | 28,093.23 | 34,990.00 | -6,896.77 | 80.3% |
| 6505-00 · EQUIP/VEHICLE - LEASE/RENTAL | | | | |
| 6505-01 · Eq./Vehi Lease/Rental - General | 59,750.00 | 55,000.00 | 4,750.00 | 108.6% |
| Total 6505-00 · EQUIP/VEHICLE - LEASE/RENTAL | 59,750.00 | 55,000.00 | 4,750.00 | 108.6% |
| 6510-00 · FUEL/LUBRICANTS | | | | |
| 6510-01 · General | 0.00 | 1,485.00 | -1,485.00 | 0.0% |
| 6510-02 · Fuel | 20,787.62 | 42,000.00 | -21,212.38 | 49.5% |
| 6510-03 · Lubricants | 45.99 | 3,750.00 | -3,704.01 | 1.2% |
| Total 6510-00 · FUEL/LUBRICANTS | 20,833.61 | 47,235.00 | -26,401.39 | 44.1% |
| 6520-00 · VEHICLES/MAINTENANCE | | | | |
| 6520-01 · R/M Equipment - General | 997.34 | 15,615.00 | -14,617.66 | 6.4% |
| 6520-06 · R/M Equip. - '85 Ford Dump | 674.33 | 250.00 | 424.33 | 269.7% |
| 6520-08 · R/M Equip. - '96 Tiger Tractor | 1,350.85 | 2,250.00 | -899.15 | 60.0% |
| 6520-09 · R/M Equip. - '96 Oshkosh Swp. | 489.16 | 9,450.00 | -8,960.84 | 5.2% |
| 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 | 1,675.00 | -1,090.16 | 34.9% |
| 6520-18 · R/M Equip. - '97 Chevy Blazer | 0.00 | 300.00 | -300.00 | 0.0% |
| 6520-19 · R/M Equip. '02 Ford F-150 PU | 164.63 | 450.00 | -285.37 | 36.6% |
| 6520-20 · R/M Equip. - '02 Kodiak Blower | 8,908.82 | 525.00 | 8,383.82 | 1,696.9% |
| 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 | 750.00 | -696.48 | 7.1% |
| 6520-28 · R/M Equip.-'06 Case 621 Loader | 0.00 | 1,850.00 | -1,850.00 | 0.0% |
| 6520-29 · R/M Equip.- '10 Waus Broom/Plow | 12,854.01 | 11,250.00 | 1,604.01 | 114.3% |
| 6520-30 · R/M Equip.-'05 Ford F-350 | 40.98 | 1,250.00 | -1,209.02 | 3.3% |
| 6520-31 · R/M Equip. -'10 Oshkosh Blower | 2,610.26 | 2,500.00 | 110.26 | 104.4% |
| 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 | 347.69 | 3,330.00 | -2,982.31 | 10.4% |
| 6520-35 · R/M Equip. - '14 Ford Explorer | 80.77 | 500.00 | -419.23 | 16.2% |
| 6520-37 · R/M Equip. - '15 Tool Cat | 1,835.33 | 800.00 | 1,035.33 | 229.4% |
| 6520-38 · R/M Equip. - '15 Wausau Broom | 9,646.09 | 5,250.00 | 4,396.09 | 183.7% |
| 6520-40 · R/M Equip. - '17 Ford-350 Super | 1,441.16 | 300.00 | 1,141.16 | 480.4% |
| 6520-41 · R/M Equip. - '17 Kodiak Blower | 23.87 | | | |
| Total 6520-00 · VEHICLES/MAINTENANCE | 42,108.42 | 58,395.00 | -16,286.58 | 72.1% |

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Accrual Basis

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

| | Oct '17 - Jun 18 | Budget | \$ Over Budget | % of Budget |
|---|------------------|-------------------|-------------------|---------------|
| 6530-00 · ARFF MAINTENANCE | | | | |
| 6530-01 · ARFF Maint. Gen/Supplies | 9,466.19 | 9,000.00 | 466.19 | 105.2% |
| 6530-03 · ARFF Maint. - '87 Oshkosh | 334.19 | 1,500.00 | -1,165.81 | 22.3% |
| 6530-04 · ARFF Maint. - Radios | 3,249.94 | 1,000.00 | 2,249.94 | 325.0% |
| 6530-05 · ARFF MAint. - '03 E-One | 1,284.04 | 1,500.00 | -215.96 | 85.6% |
| 6530-07 · ARFF Maint. - Supp/HFD Support | 0.00 | 0.00 | 0.00 | 0.0% |
| Total 6530-00 · ARFF MAINTENANCE | 14,334.36 | 13,000.00 | 1,334.36 | 110.3% |
| 6540-00 · REPAIRS/MAINTENANCE - BUILDING | | | | |
| 6540-01 · R/M Bldg. - General | 99.50 | 2,500.00 | -2,400.50 | 4.0% |
| 6540-02 · R/M Bldg. - Terminal | 53,322.19 | 83,585.00 | -30,262.81 | 63.8% |
| 6540-03 · R/M Bldg. - Terminal Concession | 2,709.74 | 1,875.00 | 834.74 | 144.5% |
| 6540-04 · R/M Bldg. - Cold Storage | 295.49 | 2,000.00 | -1,704.51 | 14.8% |
| 6540-05 · R/M Bldg. - AOB/SHOP | 12,720.45 | 13,930.00 | -1,209.55 | 91.3% |
| 6540-06 · R/M Bldg. - Hangars | 14,829.61 | 2,500.00 | 12,329.61 | 593.2% |
| 6540-07 · R/M Bldg. - Tower | 4,280.66 | 2,000.00 | 2,280.66 | 214.0% |
| 6540-08 · R/M Bldg. - Parking Booth | 1,676.89 | 1,165.00 | 511.89 | 143.9% |
| Total 6540-00 · REPAIRS/MAINTENANCE - BUILDING | 89,934.53 | 109,555.00 | -19,620.47 | 82.1% |
| 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE | | | | |
| 6550-01 · R/M - General | 925.04 | 5,000.00 | -4,074.96 | 18.5% |
| 6550-02 · R/M - Airfield/Runway | 39,810.40 | 98,500.00 | -58,689.60 | 40.4% |
| 6550-04 · R/M - Lights | 9,397.80 | 9,000.00 | 397.80 | 104.4% |
| Total 6550-00 · REPAIRS/MAINTENANCE - AIRSIDE | 50,133.24 | 112,500.00 | -62,366.76 | 44.6% |
| 6551-00 · REPAIRS/MAINTENANCE - LANDSIDE | | | | |
| 6551-01 · RM - General | 0.00 | 2,500.00 | -2,500.00 | 0.0% |
| 6551-02 · R/M - Parking Lot | 2,803.31 | 5,975.00 | -3,171.69 | 46.9% |
| 6551-03 · R/M - Landscaping | 8,527.14 | 12,000.00 | -3,472.86 | 71.1% |
| Total 6551-00 · REPAIRS/MAINTENANCE - LANDSIDE | 11,330.45 | 20,475.00 | -9,144.55 | 55.3% |
| 6560-00 · SECURITY EXPENSE | | | | |
| 6560-01 · Security - General | 4,661.89 | 10,000.00 | -5,338.11 | 46.6% |
| 6560-02 · Security - Law Enf. Offi. (LEO) | 2,448.00 | 10,000.00 | -7,552.00 | 24.5% |
| 6560-03 · Security - Subscription Licen. | 37,090.00 | 58,440.00 | -21,350.00 | 63.5% |
| 6560-04 · Security - Perim./Access/CCTV | 7,344.73 | 17,600.00 | -10,255.27 | 41.7% |
| 6560-05 · Security - Professional Serv. | 2,475.00 | 22,500.00 | -20,025.00 | 11.0% |
| 6560-06 · Security - Prof. Services/IT | 2,156.57 | 12,000.00 | -9,843.43 | 18.0% |
| Total 6560-00 · SECURITY EXPENSE | 56,176.19 | 130,540.00 | -74,363.81 | 43.0% |

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

| | Oct '17 - Jun 18 | Budget | \$ Over Budget | % of Budget |
|--|---------------------|---------------------|----------------------|---------------|
| 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU | | | | |
| 6570-01 · R/M Aeronautical Equip - NDB/DME | 7,702.60 | 7,750.00 | -47.40 | 99.4% |
| 6570-02 · R/M Aeronautical Equip. - Tower | 7,415.46 | 6,250.00 | 1,165.46 | 118.6% |
| 6570-04 · R/M Aeron. Equip. - AWOS/ATIS | 6,177.60 | 7,750.00 | -1,572.40 | 79.7% |
| Total 6570-00 · REPAIRS/MAINT.-AERONAUTICAL EQU | 21,295.66 | 21,750.00 | -454.34 | 97.9% |
| Total "B" EXPENSES - OPERATIONAL | 393,989.69 | 603,440.00 | -209,450.31 | 65.3% |
| Total "B" EXPENDITURES | 1,305,193.26 | 1,186,771.00 | 118,422.26 | 110.0% |
| "C" EXPENSES | | | | |
| 7001-00 · CAPITAL EXPENDITURES | | | | |
| 7001-0* · CONTINGENCY | 0.00 | 20,000.00 | -20,000.00 | 0.0% |
| 7001-02 · Buildings and Improvements | 13,212.51 | 15,000.00 | -1,787.49 | 88.1% |
| 7001-04 · Office Equipment | 13,061.67 | 27,000.00 | -13,938.33 | 48.4% |
| 7001-05 · Maintenance Equipment /Vehicle | 17,783.00 | 24,250.00 | -6,467.00 | 73.3% |
| 7001-06 · Assessments/Plans/Studies | 43,352.75 | 110,000.00 | -66,647.25 | 39.4% |
| 7001-09 · Security Equipment | 0.00 | 45,500.00 | -45,500.00 | 0.0% |
| Total 7001-00 · CAPITAL EXPENDITURES | 87,409.93 | 241,750.00 | -154,340.07 | 36.2% |
| 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 | 18,745.00 | -18,745.00 | 0.0% |
| Total 7110-00 · DOT/SCADGP | 0.00 | 268,745.00 | -268,745.00 | 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 | 428,538.78 | 2,190,607.00 | -1,762,068.22 | 19.6% |
| 7543-02 · AIP '43 - Parking - Non-Eligibl | 51,941.70 | 654,400.00 | -602,458.30 | 7.9% |
| 7543-03 · AIP '43 - SRE Equipment | 296,227.50 | 325,000.00 | -28,772.50 | 91.1% |
| 7543-04 · AIP '43 - RPZ Acq/Tree Removal | 24,274.33 | 141,250.00 | -116,975.67 | 17.2% |
| 7543-05 · AIP '43 - Retainer - Eligible | -29,549.94 | | | |
| 7543-06 · AIP '43 - Non-Elig. Retainer | -2,100.03 | | | |
| Total 7543-00 · AIP '43 EXPENSE - Air Carr. Apr | 769,332.34 | 3,311,257.00 | -2,541,924.66 | 23.2% |

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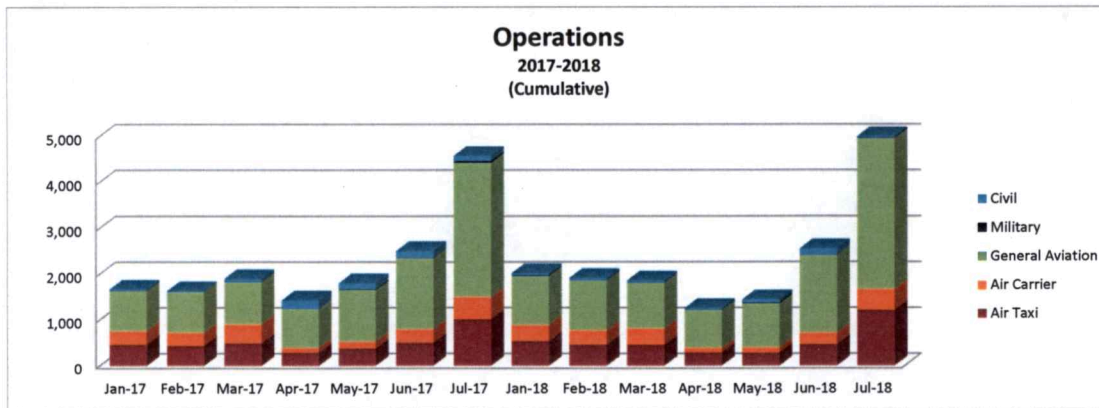
Accrual Basis

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

| | <u>Oct '17 - Jun 18</u> | <u>Budget</u> | <u>\$ Over Budget</u> | <u>% of Budget</u> |
|---|-------------------------|----------------------|-----------------------|--------------------|
| 7544-00 · AIP '44 EXPENSE RPZ EA | | | | |
| 7544-01 · AIP '44 - Eligible | 24,419.80 | 78,750.00 | -54,330.20 | 31.0% |
| Total 7544-00 · AIP '44 EXPENSE RPZ EA | 24,419.80 | 78,750.00 | -54,330.20 | 31.0% |
| 9001-00 · PFC 14-09-C-00-SUN | | | | |
| 9001-03 · PFC '14 Master Plan | 3,337.10 | 3,500.00 | -162.90 | 95.3% |
| Total 9001-00 · PFC 14-09-C-00-SUN | 3,337.10 | 3,500.00 | -162.90 | 95.3% |
| Total "C" EXPENSES | 884,499.17 | 3,954,002.00 | -3,069,502.83 | 22.4% |
| Total EXPENDITURES | 3,342,679.81 | 6,462,775.75 | -3,120,095.94 | 51.7% |
| Total Expense | 3,342,679.81 | 6,462,775.75 | -3,120,095.94 | 51.7% |
| Net Ordinary Income | -41,763.00 | -1,091,946.62 | 1,050,183.62 | 3.8% |
| Net Income | -41,763.00 | -1,091,946.62 | 1,050,183.62 | 3.8% |

**Friedman Memorial Airport
July 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 | 1,860 |
| April | 2,494 | 3,649 | 2,213 | 2,840 | 2,462 | 2,047 | 2,581 | 2,113 | 1,724 | 1,735 | 1,604 | 1,513 | 1,509 | 1,210 | 1,337 | 1,380 | 1,426 | 1,257 |
| May | 3,905 | 4,184 | 2,654 | 3,282 | 2,729 | 2,134 | 1,579 | 2,293 | 2,280 | 1,891 | 1,533 | 1,693 | 1,852 | 555 | 668 | 1,501 | 1,802 | 1,442 |
| June | 4,787 | 5,039 | 4,737 | 4,438 | 3,674 | 3,656 | 5,181 | 3,334 | 2,503 | 3,019 | 2,898 | 2,761 | 3,203 | 2,164 | 2,387 | 2,475 | 2,502 | 2,552 |
| July | 6,359 | 8,796 | 6,117 | 5,910 | 5,424 | 5,931 | 7,398 | 4,704 | 4,551 | 5,005 | 5,004 | 4,810 | 5,345 | 4,345 | 4,159 | 4,562 | 4,573 | 5,033 |
| 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 | 2,292 | 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 | 16,077 |



| ATCT Operations Change (2018 vs. 2017) | | | |
|---|---------------|---------------|--------------|
| | 2018 | 2017 | % Change |
| Air Taxi | 1,211 | 1,011 | 20% |
| Air Carrier | 463 | 493 | -6% |
| General Aviation | 3,287 | 2,928 | 12% |
| Military | 10 | 23 | -57% |
| Civil | 62 | 118 | -47% |
| Total | 5,033 | 4,573 | 10.06% |
| YTD Total | 16,077 | 15,492 | 3.78% |

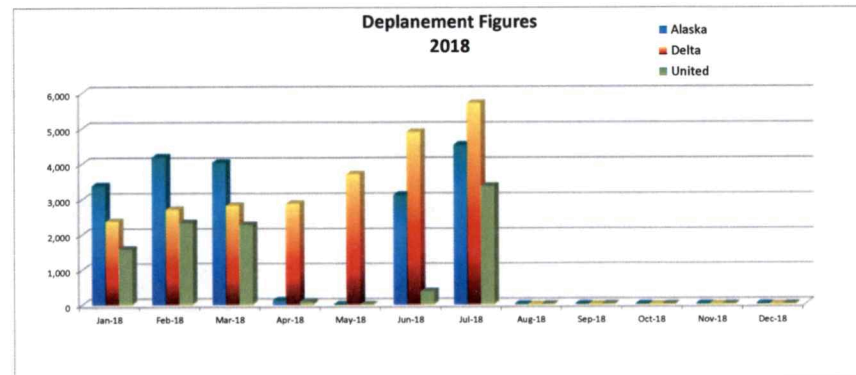
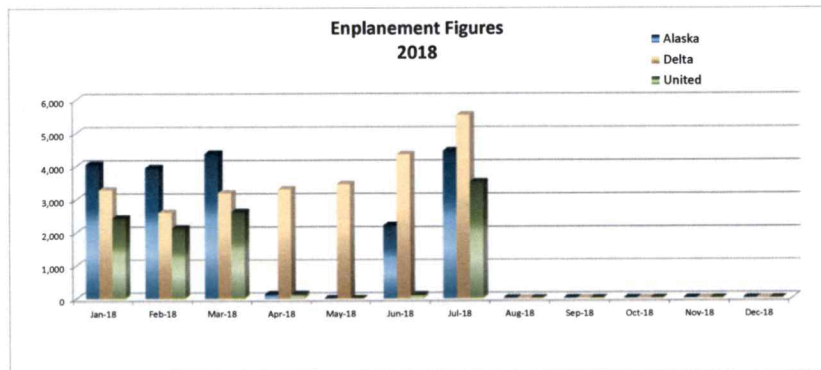
**Friedman Memorial Airport
July 2018**

| 2018 Enplanements | | | | | | | | | | | | | | | | | | |
|-------------------|-----------------|-------------|---------------|------------------|----------------|----------------|-------------|---------------|------------------|----------------|-----------------|-------------|---------------|------------------|----------------|---------------|-----------------------|----------------|
| Date | Alaska Airlines | | | | | Delta Airlines | | | | | United Airlines | | | | | Total Enp. | Prior Year Total Enp. | Total % Change |
| | Revenue | Non-Revenue | Total | Prior Year Month | Total % Change | Revenue | Non-Revenue | Total | Prior Year Month | Total % Change | Revenue | Non-Revenue | Total | Prior Year Month | Total % Change | | | |
| Jan-18 | 3,985 | 66 | 4,051 | 3,536 | 15% | 3,251 | 30 | 3,281 | 2,685 | 22% | 2,383 | 47 | 2,430 | 1,519 | 60% | 9,762 | 7,740 | 26.1% |
| Feb-18 | 3,856 | 93 | 3,949 | 3,340 | 18% | 2,542 | 60 | 2,602 | 2,556 | 2% | 2,081 | 48 | 2,129 | 1,645 | 29% | 8,680 | 7,541 | 15.1% |
| Mar-18 | 4,293 | 86 | 4,379 | 3,867 | 13% | 3,146 | 47 | 3,193 | 4,944 | -35% | 2,551 | 72 | 2,623 | 2,120 | 24% | 10,195 | 10,931 | -6.7% |
| Apr-18 | 124 | 3 | 127 | 0 | 100% | 3,245 | 60 | 3,305 | 3,339 | -1% | 134 | 0 | 134 | 0 | 100% | 3,566 | 3,339 | 6.8% |
| May-18 | 0 | 0 | 0 | 0 | 0% | 3,377 | 81 | 3,458 | 3,235 | 7% | 0 | 0 | 0 | 0 | 0% | 3,458 | 3,235 | 6.9% |
| Jun-18 | 2,162 | 50 | 2,212 | 2,105 | 5% | 4,269 | 86 | 4,355 | 3,880 | 12% | 107 | 0 | 107 | 473 | -77% | 6,674 | 6,458 | 3.3% |
| Jul-18 | 4,390 | 67 | 4,457 | 4,215 | 6% | 5,459 | 78 | 5,537 | 5,379 | 3% | 3,464 | 57 | 3,521 | 3,064 | 15% | 13,515 | 12,658 | 6.8% |
| Totals | 18,810 | 365 | 19,175 | 17,063 | 12% | 25,289 | 442 | 25,731 | 26,018 | -1% | 10,720 | 224 | 10,944 | 8,821 | 24% | 55,850 | 51,902 | 7.6% |

Legend for Chart:

| 2018 Deplanements | | | | | | | | | | | | | | | | | | |
|-------------------|-----------------|-------------|---------------|------------------|----------------|----------------|-------------|---------------|------------------|----------------|-----------------|-------------|--------------|------------------|----------------|---------------|-----------------------|----------------|
| Date | Alaska Airlines | | | | | Delta Airlines | | | | | United Airlines | | | | | Total Dep. | Prior Year Total Dep. | Total % Change |
| | Revenue | Non-Revenue | Total | Prior Year Month | Total % Change | Revenue | Non-Revenue | Total | Prior Year Month | Total % Change | Revenue | Non-Revenue | Total | Prior Year Month | Total % Change | | | |
| Jan-18 | 3,310 | 67 | 3,377 | 2,902 | 16% | 2,327 | 45 | 2,372 | 2,053 | 16% | 1,536 | 47 | 1,583 | 1,276 | 24% | 7,332 | 6,231 | 17.7% |
| Feb-18 | 4,094 | 94 | 4,188 | 3,771 | 11% | 2,662 | 46 | 2,708 | 2,344 | 16% | 2,305 | 27 | 2,332 | 1,759 | 33% | 9,228 | 7,874 | 17.2% |
| Mar-18 | 3,942 | 91 | 4,033 | 3,800 | 6% | 2,760 | 62 | 2,822 | 4,386 | -36% | 2,214 | 53 | 2,267 | 1,982 | 14% | 9,122 | 10,168 | -10.3% |
| Apr-18 | 116 | 1 | 117 | 0 | 100% | 2,805 | 67 | 2,872 | 2,866 | 0% | 76 | 3 | 79 | 0 | 100% | 3,068 | 2,866 | 7.0% |
| May-18 | 0 | 0 | 0 | 0 | 0% | 3,616 | 86 | 3,702 | 3,432 | 8% | 0 | 0 | 0 | 0 | 0% | 3,702 | 3,432 | 7.9% |
| Jun-18 | 3,054 | 58 | 3,112 | 2,755 | 13% | 4,840 | 50 | 4,890 | 4,496 | 9% | 366 | 6 | 372 | 833 | -55% | 8,374 | 8,084 | 3.6% |
| Jul-18 | 4,448 | 73 | 4,521 | 4,379 | 3% | 5,629 | 79 | 5,708 | 5,637 | 1% | 3,230 | 126 | 3,356 | 2,921 | 15% | 13,585 | 12,937 | 5.0% |
| Totals | 18,964 | 384 | 19,348 | 17,607 | 10% | 24,639 | 435 | 25,074 | 25,214 | -1% | 9,727 | 262 | 9,989 | 8,771 | 14% | 54,411 | 51,592 | 5.5% |

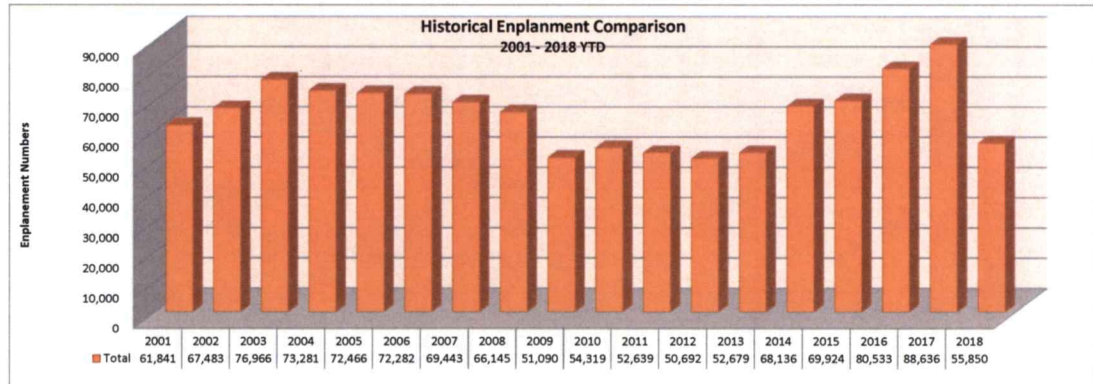
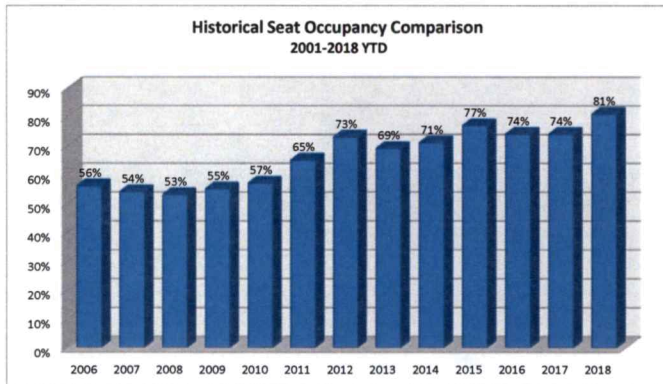
Legend for Chart:



**Friedman Memorial Airport
July 2018**

| 2018 Seat Occupancy | | | | | | | | | | | | | | | | | | |
|---------------------|-------------------|------------------|----------------|------------------|-------------------|-----------------|----------------|------------------|-------------------|-----------------|----------------|------------------|-----------------------|----------------------|------------------------|---|--|--------------------------------------|
| Date | 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 | Prior Year % Change Total % 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% | 5% |
| 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% | 4% |
| Mar-18 | 76 | 5,776 | 4,379 | 76% | 52 | 3,432 | 3,193 | 93% | 48 | 3,168 | 2,623 | 83% | 12,376 | 10,195 | 82% | -15% | -7% | 7% |
| Apr-18 | 2 | 152 | 127 | 84% | 56 | 3,696 | 3,305 | 89% | 2 | 132 | 134 | 102% | 3,980 | 3,566 | 90% | 1% | 7% | 6% |
| May-18 | 0 | 0 | 0 | 0% | 62 | 4,092 | 3,458 | 85% | 0 | 0 | 0 | 0% | 4,092 | 3,458 | 85% | 0% | 7% | 6% |
| Jun-18 | 50 | 3,400 | 2,212 | 65% | 77 | 5,082 | 4,355 | 86% | 6 | 396 | 107 | 27% | 8,878 | 6,674 | 75% | -12% | 3% | 11% |
| Jul-18 | 78 | 5,304 | 4,457 | 84% | 90 | 6,300 | 5,537 | 88% | 62 | 4,712 | 3,521 | 75% | 16,316 | 13,515 | 83% | -6% | 7% | 10% |
| Totals | 345 | 25,196 | 19,175 | 76% | 440 | 29,400 | 25,731 | 88% | 212 | 14,612 | 10,944 | 75% | 69,208 | 55,850 | 81% | -2% | 19% | 14% |

Note: Total of 68 Seats Available on aircraft for summer months
 Total of 76 Seats Available on aircraft for winter months
 Total of 66 Seats Available on aircraft from Jan. - June
 Total of 70 Seats starting in July
 Total of 76 Seats Available on aircraft
 *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



AIRPORT LEASE AGREEMENT

This Airport Lease Agreement is effective as of the first day of October, 2018, by and between the **FRIEDMAN MEMORIAL AIRPORT AUTHORITY**, (hereinafter referred to as "**Lessor**"), and **ALSCOTT HANGAR, LLC**, an Idaho limited liability company (hereinafter referred to as "**Lessee**").

WITNESSETH:

WHEREAS, the Lessor operates an Airport, designated as Friedman Memorial Airport, in the City of Hailey, Idaho, hereinafter called the "**Airport**," and

WHEREAS, Lessor and Blue Sky, Incorporated ("**Blue Sky**") are parties to a Lease Agreement dated July 1 1989, and recorded in the records of Blaine County, Idaho as Instrument No. 305507, as amended by the First Amendment to Airport Lease Agreement dated August 13, 2009 recorded in the records of Blaine County, Idaho as Instrument No. 570251 (the "**1989 Lease**"), on which Blue Sky owns improvements consisting of an aircraft hangar.

WHEREAS, the term of the 1989 Lease is set to expire on August 31, 2019 at which time title to all improvements constructed on the Leased Premises reverts to Lessor unless the improvements are removed by Blue Sky.

WHEREAS, Blue Sky has assigned its interest in then aircraft hangar improvements and the 1989 Lease to Lessee and allow Lessee to enter into a new Lease for Leased Premises a with Lessor.

WHEREAS, the Parties now wish to terminate the 1989 Lease and enter into a new Lease for the purpose of extending the term on the terms and conditions set forth herein.

NOW, THEREFORE, for good and valuable consideration, the receipt of which is hereby acknowledged, Lessor and Lessee hereby terminate the 1989 Lease, and all rights and obligations associated therewith; and in place thereof, Lessor does hereby lease unto Lessee, and Lessee does hereby lease from Lessor, the leased Premises, described in Paragraph 1.01, below, together with certain facilities, rights, licenses, services and privileges on and in connection with the Airport and the parties agree as follows:

ARTICLE I.
LEASED PREMISES

1.01 Description. Lessor leases to Lessee, on the terms and conditions stated below, the Leased Premises as described with particularity in Exhibit "A" attached hereto and made a part hereof.

1.02 Use of Premises. Lessee shall use the Leased Premises primarily for the use of a general aviation hangar for the storage of Lessee's aircraft. Lessee may rent a portion of the Leased Premises for the short term (three (3) months or less) storage of other aircraft, provided Lessee shall be responsible for paying an assignment fee of five percent (5%) of the consideration received as provided in paragraph 9.14. Lessee may also utilize the Leased Premises in accordance with the provisions of this Airport Lease Agreement, the Minimum Standards for the Airport Tenants as promulgated by Lessor and as may be amended from time to time and any other relevant Airport Regulations, and the laws, rules, policies and regulations of the United States of America, State of Idaho, City of Hailey and any other governmental entities having jurisdiction over the Airport and/or the Leased Premises.

1.03 Condition of Premises. Lessee agrees to lease the above-described premises on an "as is" basis.

ARTICLE II.

TERM

2.01 Term. The Term of this Lease shall be for a total of approximately seventeen (17) years and shall commence on October 1, 2018, and shall terminate on September 30, 2035.

2.02 Early Termination by Lessor. In the event that Lessor determines, at its sole discretion, (a) that the Airport will no longer be operated as a public airport, Lessor shall promptly notify Lessee, in writing, of such determination and this Lease shall terminate on the date which is one (1) year from the date of delivery by Lessor of such notice. In no event shall Lessee be entitled to the payment of damages of any type or kind, as a result of such early termination of this Lease by Lessor.

ARTICLE III.

RENTAL

3.01 Rent.

(a) The Leased Premises consists of 17,225 square feet, of which 15,032 are included within an enclosed hangar. The rent for the Term shall be paid quarterly at the annual rate of six dollars and seventy cents (\$6.70) per square foot of the first 10,000 square feet of hangar space, plus three dollars and thirty-five cents (\$3.35) for the additional 5,032 square footage of hangar space, plus one dollar (\$1.00) per square foot for the remaining 2,193 square feet of the Leased Premises outside of the hangar, for a total annual rent of **\$86,050.20 per annum, or \$21,512.55 per quarter**. Rent payments shall be due on the first day of each quarter (January 1, April 1, July 1, and October 1) during the Term, subject to changes as provided in Paragraph 3.02, below. The first payment of rent shall be due on October 1, 2018. If the rent due is not received within fifteen (15) days of the due date then interest of eighteen percent (18%) will be charged on the unpaid amount.

3.02 Rental Rate Adjustments. The annual rent shall be adjusted for inflation in October of each year throughout the Term of this Lease as set forth below. The computation of the adjustment of the annual rent shall be based upon the cost-of-living index as shown by the column in the "Consumer Price Index, All Items Index" for the Pacific Cities and United States City Average for all urban consumers, Class West-C, published monthly in the "Monthly Labor Review" of the United States Department of Labor, and as also found in the "Economic Indicators" published by the United States Government Printing office for the Joint Economic Committee by the Council of Economic Advisors, or if this Index is discontinued, a successor index. The basic index number shall be that index number for August, 2018. The sums set forth in Paragraph 3.01, above, shall be increased annually by the percentage increase shown by the index at August of each year as compared to the basic index as set forth above. The first adjustment shall be made for the quarter commencing October, 2019. The annual rent shall not be increased by more than five percent (5%) in any one year. In the event that the index

number shall decrease in any year from the previous year's index number, there shall be no adjustment for that year.

ARTICLE IV.

RIGHTS OF LESSEE

4.01 Use of Non-Exclusive Public Airport Facilities. Lessee and any Sublessees approved by Lessor shall have the right of non-exclusive use, in common with the others authorized, of all public Airport facilities and improvements which are now or hereafter provided at said Airport. Such public Airport facilities and improvements may be changed, altered or modified from time to time at the discretion of Lessor and Lessee hereby acknowledges and agrees that Lessor does not guarantee any level of aviation activity at the Friedman Memorial Airport and, in fact, Lessor may pass regulations in the future which may greatly lessen the amount of aviation activity at the Airport. Lessee further agrees that its right to use said public facilities and improvements in common with others shall be subject to, and Lessee agrees to act in accordance with, the laws, rules and regulations of the United States of America, State of Idaho, City of Hailey, County of Blaine, the Friedman Memorial Airport Authority, the Federal Aviation Administration, the Transportation Security Administration, and other governmental entities now or in the future having jurisdiction over use and operations of Airport facilities and improvements.

4.02 Operation as Public Airport. Lessor covenants that at any time the Airport is subject to the sponsor's assurances given by the Authority to the United States government under the Airport and Airway Improvement Act of 1982, as the same may be amended from time to time, that it will operate and maintain the Airport as a public Airport consistent with and pursuant to those assurances.

4.03 Use of Ramps. Lessee and any Sublessees approved by Lessor shall have the right of non-exclusive use, in common with all others authorized, of the ramps in front of Lessee's hangar.

4.04 Use of Taxi Lane. As a result of FAA mandated changes to Airport circulation patterns, Lessee shall remove its aircraft from taxi lanes as quickly as possible to avoid obstructing the passage of other aircraft.

ARTICLE V.

OBLIGATIONS OF LESSEE

5.01 Garbage and Waste Removal. Lessee agrees to cause to be removed promptly at its own expense from the Leased Premises all waste, including all petroleum products, garbage and rubbish and agrees not to deposit the same, except temporarily in connection with collection for removal, on any part of the Leased Premises, the drainage system or other property of the Lessor constituting the Airport.

5.02 Environmental Regulations. Lessee shall not use, or permit any tenant, occupant or other party or entity to use the Leased Premises, or any part thereof, for the purpose of generating, treating, producing, storing, handling, transferring, processing, transporting, disposing or otherwise releasing "Hazardous Substances," as hereinafter defined, either on, in, from or about the Leased Premises which:

A. Creates or causes a contamination either on the Leased Premises or elsewhere required by any governmental authority to be removed, remedied or otherwise cleaned up under any applicable "Environmental Law," as defined below;

B. Creates any form of liability, civil or criminal, direct or indirect, due to such contamination; or

C. Is in contravention of any Environmental Laws. The terms "Environmental Law" and "Environmental Laws" as used in this Airport Lease Agreement include any and all current and future federal, state and local environmental laws, statutes, rules, regulations and ordinances, as the same shall be amended and modified from time to time, including but not limited to "common law", the Comprehensive Environmental Response, Compensation and Liability Act, as amended from time to time ("CERCLA"), the Resource Conservation and Recovery Act, as amended from time to time ("RCRA"), and the Toxic Substances Control Act, as amended from time to time ("TSCA"). The term "Hazardous

Substances” as used in this Airport Lease Agreement includes any and all “Hazardous Substances” as defined in CERCLA, any and all “Hazardous Wastes” as defined in RCRA, any and all “Toxic Substances” as defined in TSCA, petroleum products, asbestos or asbestos containing materials, polychlorinated biphenyls (“PCB’s”), radon gas, urea formaldehyde foam insulation (“UFFI”) and any and all other hazardous substances, hazardous wastes, pollutants and contaminants regulated or controlled by any Environmental Law.

Lessee shall, in the event of any discharge, spill, injection, escape, emission, disposal, leak or any other release of hazardous substances on, in, under, onto or from the Leased Premises which is not authorized by a currently valid permit or other approval by the appropriate governmental agencies, promptly notify Lessor, the Environmental Protection Agency National Response Center and the appropriate State Department of Environmental Resources, and shall take all steps necessary to promptly clean up such discharge, spill, injection, escape, emission, disposal, leak or any other release in accordance with the provisions of all applicable Environmental Laws, and shall receive a certification from the appropriate State Department of Environmental Resources or Federal Environmental Protection Agency, that the Leased Premises and any other property affected has been cleaned up to the satisfaction of those agencies.

Lessee shall and does hereby grant Lessor and Lessor’s agents, employees, contractors and designees an irrevocable license (coupled with an interest) to enter the Leased Premises from time to time, upon not less than forty-eight (48) hours written notice, unless in the case of an emergency, to:

- A. Evaluate and monitor the Leased Premises for compliance with all Environmental Laws and the terms of this Airport Lease Agreement;
- B. To evaluate the presence of hazardous substances; and
- C. To perform appropriate tests and test borings, including taking soil and groundwater samples.

Lessee shall provide Lessor with all notices and other communications received from federal, state and local agencies and departments which enforce and administer the

Environmental Laws. From time to time Lessee shall provide Lessor, upon request, any and all information requested by Lessor, concerning the use of the Leased Premises and Lessee's compliance with the Environmental Laws and the terms of this Airport Lease Agreement, including but not limited to, all licenses, permits and certificates and the books and records pertaining to the Leased Premises.

Lessor shall be under no obligation or duty to inspect for or discover any Hazardous Substances on the Property.

Lessee agrees that any materials or other items found in, on, under or around the Property which qualify as Hazardous Substances, or are otherwise deemed unacceptable by Lessor, shall be immediately removed from the Property, at Lessee's sole cost and expense, in compliance with all applicable Environmental Laws.

5.03 Snow Removal. Lessee hereby agrees to provide and be responsible for, at Lessee's cost, all snow removal on the Leased Premises and the apron in front of the hangar. In addition, Lessee shall be solely responsible for the removal of any and all snow or water which accumulates around the Leased Premises. Under no circumstances shall said snow removal interfere with Airport operations. Lessee hereby expressly agrees to promptly notify and reimburse Lessor for any and all damage occasioned by the operation of Lessee's snow removal equipment. Lessee shall ensure that any contractor it engages for snow removal operations complies with all airport policies and procedures.

5.04 Utility Connections. Lessee may contract for and make connections to public utility services as are available; however, said connections shall not extend off the Leased Premises unless Lessor has given prior written approval.

5.05 Fire Prevention. Lessee shall exercise due and reasonable care and caution to prevent and control fire on the premises and to that end shall comply throughout the Leased Premises with the rules and regulations as set forth by the city of Hailey's fire control officials.

5.06 Maintenance. Lessee shall keep and maintain the Leased Premises, all improvements of any kind located thereon, and the apron pavement adjacent to the hangar, in good and substantial repair and condition, including the exterior condition thereof, and make

all necessary repairs and alterations thereto. Lessee shall provide proper containers for trash and garbage and shall keep the Leased Premises free and clear of rubbish, debris and litter at all times. In the event that Lessee has previously improved the taxi lane pavement in front of its hangar, the maintenance and snow removal of said taxi lane shall be Lessee's responsibility. Said snow removal shall be performed in conformance with Paragraph 5.03, above. Lessor shall at all times during ordinary business hours have the right to enter upon and inspect such premises. Such inspection shall be made only at a mutually agreeable time upon not less than forty-eight (48) hours written notice,; provided, however, that Lessor shall have the right to enter upon the Leased Premises, at any time in the event of an emergency (defined as a circumstance which imposes a real and immediate risk of injury to a person or serious damage to property) it being understood that Lessor shall nevertheless advise Lessee of such emergency entry as soon as reasonably possible.

5.07 Encumbrances. Lessee shall not encumber the title of the Leased Premises by mortgage, pledge, lien or otherwise without the prior written consent of Lessor.

5.08 Lessor Approval of Plans and Specifications. No construction, including the erection or posting of signs or the installation of lights, shall be carried out by Lessee except in accordance with plans and specifications which have been approved in writing in advance by the Lessor, the Federal Aviation Administration and the City of Hailey, and which comply with the requirements of Blaine County Airport Commission Regulation No. 90-1, as amended from time to time. In addition, all exterior lighting shall comply with the City of Hailey's "Dark Sky" Ordinance. It is agreed that any improvements, new construction, alterations or remodeling undertaken on the Leased Premises shall be at no cost to the Lessor and the Lessor shall be held harmless from any costs incurred in providing such facilities. In addition to the foregoing, a condition precedent to any improvement, new construction, alteration or remodeling of the Leased Premises is the completion of the Airport Construction Alteration Application process and receipt of written approval from Lessor for the proposed work. Said application must be submitted at least fourteen (14) days in advance of the planned commencement date of any project.

5.09 Taxes. Lessee agrees to pay all lawful taxes and assessments which during the term hereof or any extension may become a lien or which may be levied by the State, County, City or any other tax levying body upon the Leased Premises or upon any taxable interest by Lessee acquired in this Lease or any taxable possessory right which Lessee may have in or to the Leased Premises or facilities hereby leased or the improvements thereon by reason of its occupancy thereof as well as all taxes on all taxable property, real or personal, owned by Lessee in or about said Leased Premises. Upon making such payments, Lessee shall give to the Lessor a copy of the receipts and vouchers showing such payment. Upon any termination of tenancy, all personal property taxes then levied or then a lien on any of said property or taxable interest therein shall be paid in full without proration by Lessee forthwith or as soon as the statement thereof has been issued by the tax collector.

5.10 Utilities. Lessee shall promptly pay any charges for sewer, water, gas, electricity, telephone, and all other charges for utilities which may be furnished to the Leased Premises at Lessee's order or consent.

5.11 Liens. Lessee agree to pay, when due, all sums of money that become due for, or purporting to be due for any labor, services, materials, supplies, utilities, furnishings, machinery, or equipment which have been furnished or ordered with Lessee's consent to be furnished to or for the Lessee in, upon or about the Leased Premises, which may be secured by any mechanic's, materialmen's or other lien against the Leased Premises or Lessor's interest therein, and will cause each such lien to be fully discharged and released at the time the performance of any obligation secured by any such lien matures or becomes due, provided that the Lessee may in good faith contest any mechanic's or other liens filed or established, and in such event may permit the items so contested to remain undischarged and unsatisfied during the period of such contest.

5.12 Taxiway. Lessee shall keep all runways, taxiways and ramps clear of any aircraft or other equipment and material associated with Lessee's use of the Leased Premises.

5.13 Title to Improvements. No alteration, addition, or improvement to the Leased premises shall be made by the Lessee without the written consent of the Lessor. Any

alteration, addition, or improvement made, by the Lessee after such consent is given, shall at the Lessor's option become the property of the Lessor upon the expiration or other sooner termination of this Lease; provided, however, that the Lessor shall have the right to require the Lessee to remove such alterations, additions, improvements and/or fixtures at the Lessee's cost upon such termination of this Lease. Any new fixtures installed by Lessee at its cost may be removed by Lessee at the end of the Term so long as such removal does not cause undue damage to the Leased Premises.

5.14 Key Boxes. Lessee shall provide key boxes, as defined in the current fire codes adopted by the City of Hailey, and keys for said key boxes to the City of Hailey Fire Dept.

5.15 Trash. Only trash generated by hangar operations shall be disposed of in Airport trash receptacles. No outside trash may be disposed of using Airport trash receptacles.

5.16 Vehicle Parking. All vehicle parking must comply with published Airport Policies, as the same may be amended from time to time.

ARTICLE VI.

RIGHTS OF LESSOR

Payments by Lessor Recoverable from Lessee.

A. Lessor shall have the right during the Lease term to pay any taxes, assessments, water, sewer or other charges on the Leased Premises and any reversionary interest therein remaining unpaid after the same have become due and payable; and the amount paid shall be so much additional rent due from Lessee at the next rent date after any such payment with interest thereon at the rate of eighteen percent (18%) per annum from the date of payment thereof by Lessor.

B. If Lessor, at its option, shall advance or pay any such taxes, assessments, water, sewer or other charges or pay, cancel and clear off any sales tax, liens or charges and claims on and against the Leased Premises or the reversionary interest therein, it shall not be obligatory on Lessor to inquire into the validity of any such taxes, assessments, water, sewer or other charge, or any such tax sale. Provided, however, that if Lessee shall be actively prosecuting its administrative or legal remedies in protest of any tax, assessment, water, sewer,

or other charge, Lessor shall not have the right to pay or advance sums referable thereto until such remedies have been exhausted.

C. Notwithstanding the forgoing, in the event Lessor intends to make any payments contemplated in sections A and B of this paragraph, Lessor shall first provide Lessee notice of its intent to pay at least five (5) days prior to making such payment.

ARTICLE VII.

INDEMNITY AND INSURANCE

7.01 Indemnity. Lessee agrees to fully indemnify, save and hold harmless the City of Hailey, Blaine County, Lessor, their Board Members, officers, elected officials, agents or employees from and against all claims and actions and all expenses incidental to the investigation and defense thereof, based upon or arising out of damages or injuries to Lessee or to third persons or their property, caused by the fault or negligence, in whole or in part, of the Lessee, its agents, sublessees, or employees in the use and occupancy of the Leased Premises. Provided that Lessor shall give to Lessee prompt and reasonable notice of any such claims or actions, Lessee shall have the right to investigate, compromise and defend the same.

7.02 Insurance. The Lessee shall, at its expense, procure and keep in force at all times during the term of this Airport Lease Agreement, insurance written by an insurer satisfactory to the Lessor, licensed to do business in Idaho, insuring the Lessee, the Lessor, Blaine County and the City of Hailey against all costs, loss, 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 Lessee's use of the Airport in the amount of not less than:

| | |
|-------------------|------------------------------|
| General Liability | \$1,000,000.00 per accident |
| Property Damage | \$1,000,000.00 per accident. |

The comprehensive general liability and property damage insurance shall name Lessee, and shall also name the Lessor, Blaine County and the City of Hailey as additional named insureds and the Lessor shall be furnished with a Certificate to the effect that such insurance shall not be changed or canceled without thirty (30) days prior written notice to the Lessor. The Certificate

of Insurance shall be delivered to Lessor prior to the commencement of this Agreement and annually thereafter throughout the term of this Agreement.

In the event that Lessor shall amend the minimum required amount of insurance to be carried by Airport tenants as found in the *Minimum Standards for the Airport Tenants* at the Friedman Memorial Airport or in any other Airport regulation, the required insurance amounts in this paragraph shall be adjusted to comply with said minimum requirements, and lessee shall have sixty (60) days to obtain insurance meeting such requirements.

ARTICLE VIII.

DEFAULT

8.01 Events of Default.

A. **Default in Rent.** Failure of Lessee to pay any rent or other charge within thirty (30) days after it is due.

B. **Default in Other Covenants.** Failure of the Lessee to comply with any term or condition or fulfill any obligations of this Lease (other than the payment of rent or other charges) within thirty (30) days after written notice by Lessor specifying the nature of the default with reasonable particularity. If the default is of such nature that it cannot be completely remedied within the 30-day period, this provision shall be complied with if the Lessee begins correction of the default within the 30-day period and thereafter proceeds with reasonable diligence and in good faith to affect the remedy as soon as is practicable.

D. **Insolvency.** Insolvency of Lessee; assignment by Lessee for the benefit of creditors; filing by Lessee of a voluntary petition in bankruptcy; an adjudication that Lessee is bankrupt or the appointment of a receiver of the properties of Lessee; filing of an involuntary petition of bankruptcy and failure of Lessee to secure a dismissal of the petition within thirty (30) days after filing; attachment of or levying of execution of the leasehold interest and failure of the Lessee to secure discharge of the attachment or release of the levy of execution within ten (10) days.

D. **Abandonment.** Failure of the Lessee for fifteen (15) days or more to occupy the property for one or more of the purposes permitted under this Lease with the intent to not return, unless such failure is excused under other provisions of this Lease.

E. **Repetitive Defaults.** Notwithstanding anything to the contrary contained in the foregoing default clause, the parties hereto agree that if the Lessee shall have defaulted in the performance of any (but not necessarily the same) terms or conditions of this Lease for three or more times during any five year period during the term hereof, then such conduct shall, at the election of the Lessor, represent a separate event of default which cannot be cured by the Lessee. Lessee acknowledges that the purpose of this provision is to prevent repetitive defaults by the Lessee under the Lease which work a hardship upon the Lessor and deprive the Lessor of the timely performance by the Lessee hereunder.

8.02 Remedies on Default. In the event of a default, the Lessor at its option may terminate the Lease by notice in writing by certified mail to Lessee. The notice may be given before or within thirty (30) days after the running of the grace period for default and may be included in a notice of failure of compliance. If the property is abandoned by Lessee in connection with the default, termination shall be automatic and without notice.

A. **Damages.** In the event of termination on default, Lessor shall be entitled to recover immediately, without waiting until the due date of any future rent or until the date fixed for expiration of the Lease term, the following amount as damages:

(1) The value of all of Lessee's obligations under this Lease including the obligation to pay rent from the date of default until the end of the term;

(2) The reasonable costs of re-entry and reletting, including without limitation the cost of any cleanup, refurbishing, removal of Lessee's property and fixtures, or any other expense occasioned by Lessee's failure to quit the premises upon termination and to leave them in the required condition, any remodeling cost, attorney's fees, court costs, broker commissions and advertising cost; or

(3) The loss or reasonable rental value from the date of default until a new tenant has been, or with the exercise of reasonable efforts, could have been secured.

B. Re-entry-after Termination. If the Lease is terminated for any reason, Lessee's liability to Lessor for damages shall survive such termination, and the rights and obligations of the parties shall be as follows:

(1) Lessee shall vacate the property immediately, remove any property of Lessee, including any fixtures which Lessee is required to remove at the end of the lease term, perform any cleanup, alterations or other work required at the end of the term, and deliver all keys to Lessor.

(2) Lessor may re-enter, take possession of the Leased Premises and remove all persons or property by legal action or by self-help with the use of reasonable force and without liability for damages.

C. Reletting. Following re-entry or abandonment, Lessor may relet the Leased Premises and in that connection may: (1) make any suitable alterations or refurbish the Leased Premises, or both, or change the character or use of the Leased Premises, but Lessor shall not be required to relet for any use or purpose (other than that specified in the Lease) which Lessor may reasonably consider injurious to the Leased Premises, or to any tenant which Lessor may reasonably consider objectionable, (2) relet all or any part of the Leased Premises, alone or in connection with other properties, for a term longer or shorter than the term of this Lease, upon any reasonable terms and conditions, including the granting of some rent free occupancy or other rent concession.

ARTICLE IX.

GENERAL PROVISIONS

9.01 Assignment of Interests or Rights. Neither Lessee nor successor of Lessee shall in any manner, directly or indirectly, by operation of law or otherwise, sublease, assign, rent, transfer or encumber any of Lessee's rights in and to this Lease or any interest therein, or license or permit the use of the rights herein granted in whole or in part without the prior written consent of the Lessor, which consent shall not be unreasonably withheld.

9.02 Condemnation. If the Leased Premises or any interest therein is taken as a result of the exercise of the right of eminent domain, this Lease shall terminate as to such

portion as shall be taken. If the portion taken does not feasibly permit the continuation of the operation of the facility by the Lessee, the Lessee shall have the right to cancel. Such cancellation shall be effective as of the date of the taking. Lessor shall be entitled to that portion of the award as represented by the land. **In no event shall early termination of this Lease, as provided for in Paragraph 2.02, above, be deemed to be an act of eminent domain by Lessor and Lessee shall not be entitled to damages of any kind as a result of said early termination.**

9.03 Non-Waiver. Waiver by either party of the strict performance of any provision of this Lease shall not be a waiver of or prejudice the party's right to require strict performance of the same provision in the future or of any other provision.

9.04 Attorney's Fees. In the event of a dispute or any litigation between the parties hereto arising out of this Airport Lease Agreement, or the Leased Premises, the prevailing party therein shall be allowed the recovery of all reasonable attorney's fees expended or incurred in such dispute or litigation as a part of the cost therein, whether or not suit be actually filed and in any appeal or bankruptcy proceeding.

9.05 Time of the Essence. It is mutually agreed that time is of the essence in the performance of any covenants and conditions to be kept and performed under the terms of this Lease.

9.06 Warranties/Guarantees. Lessor makes no warranty, guarantee, or averment of any nature whatsoever of the physical condition of the Leased Premises, the ramps, taxiways or run-ways, or of the amount of aircraft activity at Friedman Memorial Airport, and it is agreed that the Lessor will not be responsible for any loss, damage or cost which may be incurred by Lessee by reason of any such physical condition or as a result of any change in the amount of aircraft activity.

9.07 Headings. The article and section headings contained herein are for convenience and reference and are not intended to define or limit the scope of any provision of this Lease.

9.08 Notices. Notice to Lessor provided for herein shall be sufficient if sent by certified mail, addressed to the **Airport Manager, Friedman Memorial Airport, 1616 Airport Circle, Hailey, Idaho, 83333**, and notice to Lessee if sent by certified mail, addressed to **Alscott Hangar, LLC, 501 Baybrook Court, Boise, Idaho, 83706**, or to such other respective addresses as the parties may designate to each other in writing from time to time.

9.09 Sponsor's Assurance Subordination. This Lease shall be subordinate to the provisions of any existing or future agreement between the Lessor and the United States relative to the operation or maintenance of the Airport, the execution of which has been or may be required as a condition precedent to the expenditure of federal funds for the development of the Airport.

9.10 Nondiscrimination. Pursuant to Title 6 of the Civil Rights Act of 1964, and by Part 15 of the Federal Aviation Regulations, Lessee agrees it will not on the grounds of race, color or national origin, discriminate or permit discrimination against any person or group of persons in any manner prohibited by Part 15 of the Federal Aviation Regulations. The Lessor reserves the right to take such actions as the United States may direct to enforce the provisions of the covenants.

9.11 Right of Flight. Lessee's rights to use the Leased Premises described in Article I for the purpose as set forth in this Airport Lease Agreement shall be secondary to and subordinate to the operation of the Friedman Memorial Airport. The Lessor specifically reserves for itself, and for the public, a right of flight for the passage of aircraft in the air space above the surface of the Leased Premises described in Article I, together with the right to cause in said air space such noise as may be inherent in the operation of aircraft.

9.12 Quiet Enjoyment. Lessor agrees that, on payment of the rent and performance of the covenants and agreements on the part of Lessee to be performed hereunder, Lessee shall peaceably have and enjoy the Leased Premises and all rights and privileges of the Airport, its appurtenances and facilities granted herein.

9.13 Successor and Assigns. All the covenants, stipulations and agreements herein shall extend to and bind the legal representatives, successors and assigns of the respective parties hereto.

9.14 Fees Upon Assignment. Upon making written application to the Lessor for consent to assign, sublease or otherwise transfer its rights or interest under this Lease and/or to transfer any interest in a hangar located on the Leased Premises, to another party or parties, Lessee shall pay Lessor a sum equal to five percent (5%) of any consideration received by Lessee for said assignment, sublease or other transfer. At the time Lessee requests consent for the assignment, Lessee shall disclose the full amount of all consideration to be received by Lessee and Lessee fully acknowledges that failure to accurately disclose the full amount of the consideration shall create an immediate default of this Lease and all rights and privileges created in Lessee by this Lease shall terminate.

IN WITNESS WHEREOF, the parties hereto have executed this Airport Lease Agreement on the day and year below written.

"LESSOR"

FRIEDMAN MEMORIAL AIRPORT AUTHORITY

By _____ DATED: _____
Don Keirn, Chairman

"LESSEE"

ALSCOTT HANGAR, LLC

By _____ DATED: _____
Name:
Title:

STATE OF IDAHO)
) ss.
County of Blaine)

On this ____ day of _____, 2018, before me, a Notary Public for the State of Idaho, personally appeared **Don Keirn**, known or identified to me to be the Chairman of the Friedman Memorial Airport Authority, and the person who executed the instrument on behalf of said Authority, and acknowledged to me that such Authority executed the same.

Notary Public for Idaho
Residing at: _____
My commission expires: _____

STATE OF IDAHO)
) ss.
County of Blaine)

On this ____ day of _____, 2018, before me a Notary Public in and for said State, personally appeared _____, known to me to be the _____ of Alscott Hangar, LLC, and person who executed the within and foregoing document and acknowledged to me that he executed the same on behalf of said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, the day and year in this certificate first above written.

Notary Public for Idaho
Residing at: _____
My commission expires: _____

EXHIBIT "A"

LEASED PREMISES

Description of a parcel of land to be leased for hanger and aircraft parking space to Blue Sky, Incorporated:

Commencing at a point which lies 405 feet westerly at a right angle from Runway Centerline Station 11 + 02, of the Friedman Memorial Airport, City of Hailey, Blaine County, Idaho, which is also within the SE¼ or the NW¼ of Section 15, T.2N, R.18E, B.M., which is also the Real Point of Beginning;
Thence southerly 136.75 feet along a line parallel to the said Runway Centerline, to a point;
Thence westerly 124.5 feet at a right angle to the said Runway Centerline, to a point;
Thence northerly 136.75 feet along a line parallel to the said Runway Centerline, to a point;
Thence easterly 124.5 feet at a right angle to the said Runway Centerline, to the real point of beginning;

comprising approximately **17,225 square feet**.

**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 any person or entity engaged in the operation of one or more vehicles (including, but not limited to taxis, buses, vans and limousines) 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 whose transportation of passengers to and from the Airport is incidental and subordinate to an existing principal business and private, not-for-hire, event shuttles. Examples of Class 2 GTSPs include hotel courtesy shuttles and shuttles operated by off Airport Rental Car operators licensed by the City of Hailey.

“Interstate Licensed GTSPs” shall mean a GTSP licensed and registered in a state other than Idaho. Examples of Interstate Licensed GTSPs include Shuttles or Tour Buses based out Utah or Wyoming.

“Non-GTSP Provider” shall have two categories (a) Private Event Shuttles or vans with prearranged drop offs or pick-ups; and (b) TNCs. A Non-GTSP Provider may not solicit passengers on Airport Property under

any circumstances and may not enter the terminal without authorization from Airport officials obtained prior to entry on Airport property.

SECTION 1. LAWS, ORDINANCES, ETC. All GTSPs shall comply with all existing federal, state, City of Hailey and FMAA regulations, ordinances and licensing requirements.

SECTION 2. PERMITS AND FEES.

A. Class 1 GTSPs:

- a. Must hold a current, valid Service Business License with the City of Hailey for Auto Transportation Service; prior to applying for a Friedman Memorial Airport Ground Transportation Service Provider Permit.
- b. Must hold a current, valid Class 1 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 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.
- 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.
- 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-GPSP Category (a)

- a. Must pay special event fees as adopted in the Airport Rates and Charges Schedule.

SECTION 3. INSURANCE.

- A. Class 1 GTSPs** 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, insuring the GTSP, the City of Hailey, 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 dollars (\$1,000,000) per occurrence. 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 Hailey, 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. Class 2 and 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 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 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. Non-GTSP providers may not enter the Airport terminal under any circumstances without prearranged approval from the Airport Manager.

SECTION 5. REGULATIONS APPLICABLE TO CLASS 1 GTSPs:

- 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.
- B. 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.
- 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; 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. 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:

E. 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 light 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. Brake-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.

F. 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.

SECTION 6. 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, 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 7**, without express permission from the Airport Manager.

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 of the Airport.

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 nor solicit their customer in any other manner. GTSPs shall not roam, stand or sit in any area of the Airport other the designated reservation area. GTSPs shall not interfere with any other GTSP's reservation. A GTSP with a reservation shall pick up only 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 7. 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 or air carrier contracted bussing companies are unloading baggage and not until all baggage has been cleared from the baggage claim area. 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 receptacle. Upon returning to the vehicle, the driver shall be subject to 6.D Staging requirements.

SECTION 8. 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 to impose a penalty of up to \$50.00 per day for each day a violation continues if he determines that a 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 Airport Manager shall be subject to the right of appeal by

the GTSP to the FMAA board at its next regularly scheduled meeting. Continuing violations 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 _____, 2018.

Don Keirn, Chairman

***DRAFT* Request for Qualifications
For
Air Traffic Control Tower Planning and Airport Airspace Planning
Friedman Memorial Airport**

I. INTRODUCTION

The Friedman Memorial Airport Authority (FMAA) as a sponsor of the Friedman Memorial Airport (SUN), is soliciting Statements of Qualifications for professional aviation planning services, including but not limited to air traffic control tower and airspace planning services. The selection process is intended to be in compliance with FAA Advisory Circular (AC), 150/5100-14E, *Architectural Engineering and Planning Consultant Services Grant Projects*.

II. BACKGROUND AND SCOPE OF WORK

SUN currently operates with several FAA approved Modifications to Standards (MOS) in place. One such MOS is a non-standard OFA on the east side of the runway. The OFA is penetrated by the airport's existing Air Traffic Control Tower (ATCT). As part of the MOS for the OFA, the FAA is requiring FMAA relocate the existing ATCT by 2023.

The FMAA is considering two options for ATCT replacement; a legacy "sticks and bricks" tower facility or a remote (digital) tower facility. FMAA has completed basic level analysis to determine pertinent costs, schedule, and decision points between the legacy tower and digital tower options. FMAA's preferred path is to pursue the digital tower option. Because digital tower technology is still evolving and a certified digital tower system is still not operational in the U.S., FMAA's priority will be to pursue and plan for a digital tower, but also consider the necessary planning steps to ensure the legacy option remains feasible should the digital tower option be determined as unachievable.

An additional element of this effort will include associated airspace planning services. Based on SUN's location in a constrained mountainous environment, radar coverage for air traffic control services is limited. With either a legacy or digital tower option, FMAA desires to supplement a new tower with ADS-B technology, which will be implemented by the FAA by 2020. The addition of this technology at SUN will result in an increase in the level of safety and capacity at the airport. Airspace planning services related to the incorporation and implementation of ADS-B at SUN as part of the tower relocation effort will be necessary.

In order to meet the 2023 deadline for tower relocation, FMAA requires the assistance of a qualified planning consultant to provide specialized planning services related to air traffic control towers and airspace. Specific anticipated planning services include but are not limited to the following:

A. Digital Tower Planning

- Work with FMAA to coordinate with FAA, including the NexGen and Airports offices, to position SUN in the FAA digital tower pilot program(s)
- Planning and coordination with FAA and potential digital tower vendors regarding FAA Requests for Information (RFI) related to digital tower programs
- Funding and Capital Improvement Program (CIP) planning related to digital tower funding options
- General (not design level) planning and siting of digital tower control room facilities

- Main mass and supplemental camera siting
- B. Legacy Tower Planning
 - Legacy ATCT siting
 - Funding and Capital Improvement Program (CIP) planning related to legacy ATCT tower funding options
- C. Airspace Planning
 - Work with FMAA to coordinate with FAA, including FAA Surveillance and Broadcast Services, Airports, Air Traffic Organization offices, and SUN ATCT contractor, regarding ADS-B implementation at SUN
 - Airspace planning services related to the incorporation and implementation of ADS-B at SUN as part of the tower relocation effort
- D. Necessary NEPA planning and additional environmental planning associated with tower relocation and airspace improvements (ADS-B), as required.
- E. Additional miscellaneous and support airport planning services related to tower relocation and airspace, as required.

III. CONTRACT LIMITATIONS

- A. All parties competing for work are advised that the work may be accomplished with sponsor over the course of several FAA Airport Improvement Program (AIP) grant funds and projects and/or with FMAA funds, subject to availability.
- B. All parties are advised that some of the services may not be required and that the owner reserves the right to initiate additional procurement action for any of the services included in the initial procurement.
- C. Services are limited to those projects which are expected to be initiated within five (5) years of the date the first contract is signed by the sponsor.

IV. SELECTION PROCESS

- A. The selection of a consultant shall be based on a comparative analysis of the professional qualifications necessary for satisfactory performance of the services required.
- B. Statements of Qualifications.

For the RFQ stage, proposers shall submit five (5) hard copies and one electronic copy on a USB thumb drive of the below-described Statement of Qualifications for air traffic control tower and airspace planning services at SUN in response to this Request for Qualifications (RFQ). The format for the qualifications statement shall be as follows:

1. General description of firm: Include company organizational structure, company history and background, size of company, company's experience and capability to perform and/or administer all of the requirements for the described scope of services.
2. Experience and Qualifications: Provide a description of your firm's experience with air traffic control tower and airspace planning.
3. Consultant Team: Identify proposed team members and responsibilities. Provide individual resumes with credentials and experience.
4. Airport Understanding/Familiarity: Provide your general understanding of SUN, including local conditions and issues regarding tower relocation efforts and existing airspace challenges. Identify potential challenges and concerns.
5. Provide the name and phone number for four (4) references familiar with your planning consulting services.
6. Submittal Quality and Completeness: Detail and completeness of the submittal and overall quality of the response. All submittals must be sent, and any questions or comments directed to:

Chris Pomeroy
Airport Manager
Friedman Memorial Airport
1616 Airport Circle
Hailey, Idaho 83333

- D. All submittals must be received at the address and by the date and time specified herein.
- E. Submittals must contain the name, address and daytime phone number for contact person(s) to whom additional selection process requests should be communicated.
- F. After review of submitted Statements of Qualifications, the FMAA may conduct either phone interviews or oral on-site interviews to complete the consultant selection process; however, the Selection Committee reserves the right to make a selection based solely upon the submittals received.

V. EVALUATION CRITERIA AND WEIGHING

Proposers shall be ranked based upon the following criteria and relative importance as applied by the Selection Committee to the material in the required submittals:

- A. Capability of the firm or firm(s) to perform all or most aspects of the services required. (10)
- B. Qualifications and experience of key personnel and ability to provide qualified planning services. (15)
- C. Relevant experience in comparable projects. (25)

- D. Familiarity with SUN and an understanding of special problems, needs and considerations associated with performance of these planning services. (30)
- E. Demonstrated ability to meet schedules and to complete schedules without major cost escalations or disputes and to support airports in project closeout requirements and documentation. (10)
- F. Submittal quality and completeness/References (10)

VI. TIME SCHEDULE

Qualifications Statements must be received at the Airport Manager's Office by 5:00 p.m., September 25, 2018. The FMAA will endeavor to review Statements of Qualifications and potentially select the top ranked proposer at the regularly-scheduled FMAA meeting on October 2, 2018, if selecting based on submittals.

VII. SELECTION COMMITTEE

A selection committee will be made up of members of the FMAA, appointed by the FMAA.

VIII. USE OF QUALIFICATIONS DOCUMENTS

- A. All Qualifications documents submitted shall become the property of the FMAA and may thereafter be used by the FMAA, without compensation to the Proposers, for any lawful purpose.
- B. Any Qualifications documents received after the above date and/or time will be returned unopened. All envelopes must be clearly marked "Statement of Qualifications". The FMAA reserves the right to reject any and all Qualifications statements and to accept any Qualifications Statement that is deemed to be in the best interest of the FMAA.
- C. The contents of any Qualification Statement shall not be disclosed so as to be available to competing proposers during the negotiations process.
- D. The Airport is not liable for any cost incurred by the consultant in the preparation of the statement of qualifications and interview, if interviews are conducted.

Chris Pomeroy
Airport Manger
Friedman Memorial Airport