



CITY COUNCIL REGULAR MEETING

City Council Chambers, 160 South 3rd East
Mountain Home, Idaho
Wednesday, November 12, 2025 at 5:00 PM

Live Stream: <https://www.youtube.com/c/MountainHomeIdaho>

All materials presented at public meetings become property of the City of Mountain Home. Anyone desiring accommodation for disabilities should contact the City Clerk's Office at 208-587-2104 by at least 9:00 AM the morning of the public meeting.

CALL MEETING TO ORDER & ESTABLISH A QUORUM (5:00 PM)

_____ Councilwoman Garvey _____ Councilwoman Wirkkala
_____ Councilman Brennan _____ Councilman Harjo _____ Mayor Sykes

RECOGNIZING PERSONS IN THE AUDIENCE

(Please limit comments to a maximum of 3 minutes) The purpose of this agenda item is to provide an opportunity for members of the public to address the City Council on matters that are not listed on the current agenda and are within the subject matter jurisdiction and municipal purview of the City. Comments may not involve personnel matters, legal disputes, or the private non-municipal affairs of the constituency. Comments regarding Zoning or Land Use issues may only be made during properly noticed public hearings.

CONFLICT OF INTEREST DECLARATION

Has any Council Member received information pertaining to, or otherwise had, any contact with any person regarding any items on this City Council agenda? If so, please set forth the nature of the contact.

PRESENTATION/GUEST

- 1) Presentation by Clearwater Financial regarding the Master Facilities & Comprehensive Financial Planning project.

EXECUTIVE SESSION

- 1) Pursuant to Idaho Code Section 74-206(1)(f) –to communicate with legal counsel for the public agency to discuss the legal ramifications of and legal options for pending litigation or controversies not yet being litigated but imminently likely to be litigated. (Councilman Harjo)

CONSENT AGENDA

- 1) Approval acceptance of minutes: Regular City Council Minutes - October 28, 2025
- 2) Approve expenditures from 10/29/2025 to 11/12/2025 in the amount of \$531,417.57.
- 3) Approve payroll for the period of 09/22/2025 to 10/21/2025 in the amount of \$868,991.82
- 4) Set a Public Hearing for December 9, 2025, to clarify and increase the Developer Fee.

- 5) Approve the airport hangar land lease with NJF Holdings LLC., and authorize the Mayor to sign.
- 6) Approve the request from NJF Holding to allow Paul Hibbard to sub-lease the property.
- 7) Approve the Addendum 1 with Clearwater Financial for the Master Facilities Comprehensive Financial plan.

OLD BUSINESS

- 1) Action Item: Deliberation/Decision regarding frequency congestion at Mountain Home Airport.
- 2) Approve the general maximum price for the Railroad Park project and authorize GUHO to proceed with the project.

NEW BUSINESS

- 1) Items removed from Consent Agenda
- 2) Action Item: Deliberation/Decision on proposed donation and branding agreement for Railroad Park/ Plaza project and authorize the Mayor to sign.
- 3) Action Item: Deliberation/Decision regarding proposed 2026 Golf Fee increase.
- 4) Action Item: Deliberation/Decision regarding Resolution 22-2026R to increase Golf Fees for 2026 and authorize the Mayor to sign.
- 5) Action Item: Deliberation/Decision to authorize purchase of current golf course equipment or approval of a new lease-purchase for replacement mowers, and allocation of Equipment Inventory funds to offset the FY26 payment.

FINAL COMMENTS

ADJOURN

STAFF MEMO

- 1) Fire Department Staff Report
- 2) City Admin Staff Reports

MASTER FACILITIES & COMPREHENSIVE FINANCIAL PLANNING



CLEARWATER
— FINANCIAL —



 **erstad**

Christine Stoll, MAR | VP Client Experience & Growth

November 12, 2025



MISSION, VISION & VALUES

Fundamental in Everything We Do

Mission: Helping individuals and governments achieve their potential

Vision: Go-to for government support

Values: C.A.R.E



Connection

We consider the customer in all that we do.



Accountability

We do what we say we would do.



Respect

We respect and seek to understand differences.



Ethics

We maintain the highest standards of integrity.



ABOUT US

INSPIRED TO SERVE

2016

Established
MSRB Registered

Idaho's first
and only headquartered
municipal advisory firm.
We have a fiduciary duty
to you and your goals!

80+

Years combined
experience

Clearwater Financial's fiduciary duty to you:

Duty of Loyalty: We act in your best interest.

Duty of Care: We possess the knowledge and expertise needed to provide the services we offer.



PRINCIPALS

YOUR TEAM LEADS



Jace Perry, CPA
CHIEF OPERATING OFFICER
Municipal Advisor Principal



Cameron Arial, Ph.D.
PRESIDENT
Municipal Advisor Principal



Christine Stoll, M.S
VICE PRESIDENT
Municipal Advisor Representative

erstad

Founded in 1998, **erstad** brings 28 years of architectural and interior design experience to our Clients throughout the Treasure Valley area from our office located in Downtown Boise. From large-scale developments to intimate spaces, we've designed, directed, and completed projects of every size and type. What drives us is simple: a passion for design, a commitment to excellence, and a genuine dedication to the communities we serve. At the heart of our work are our core values: **community, relationships, integrity, and creativity**. These principles shape how we collaborate with Clients, partners, and each other. We believe the best design solutions come from listening first, understanding, and approaching each project with fresh eyes and open minds. Our philosophy, "***different is good***" isn't just a slogan. It reflects the way we work: through meaningful community involvement, lasting relationships, and creative, tailored solutions that reflect the uniqueness of every Client and every project.

Different is good. Different is erstad.

erstad is located in Boise, Idaho.

310 N. 5th Street, Boise, ID 83702.

208.331.9031

www.erstadarchitects.com

Our firm is owned and led by:

Andy Erstad, Founding Partner

Katrina Kulm, Managing Partner





katrina kulm | AIA

architect, managing partner

Katrina's 13 years of experience includes commercial, education, and multi-family projects. This includes new build construction, additions, and remodeled buildings. Through managing teams both large and small, she provides valuable insight to more efficiently plan, design, and oversee projects from inception to completion. As a partner with **erstad**, Katrina's organization and enthusiasm make her the perfect candidate to interface with Clients, consultants, and contractors.

education

M.S. Architecture
University of Idaho

B.S. Architecture
University of Idaho

credentials

American Institute of Architects

Leadership Boise 2021-2023

licensure

Licensed Architect: ID #985799

relevant experience

BISHOP KELLY HIGH SCHOOL | BOISE, ID

Multiple projects of different scales. Buildings of multiple square footage totaling 150,000 sf and 60 acres. The original structure and construction of the space was built in 1964.

IDAHO YOUTH RANCH MASTER PLAN | CALDWELL, ID

A 258-acre Master Plan for the Idaho Youth Ranch to facilitate a plan for their "Hands of Promise" campus. Evaluation of multiple building elements and overall site analysis.

ST. MARY'S SCHOOL | BOISE, ID

Conducted a building analysis on a historic building to establish code upgrades and long range planning on building facilities to plan for growth.



adrienne lane-martin | NCIDQ, ASID, LEED AP

interior design principal

Adrienne, serving as the Interior Design Lead, brings an extensive 19-year background in commercial and community design to the project. Her diverse experience showcases a profound commitment to design and sustainability. Her unique strength lies in translating clients' needs into captivating designs, guiding them with expertise regardless of personal style. With exceptional customer service skills and meticulous attention to detail, Adrienne efficiently manages projects. As the Interior Design Director with **erstad**, she can ensure that design excellence and a commitment to sustainability are seamlessly woven into every aspect of the project.

education

B.A. Interior Design
Iowa State University
Graduated with Honors

credentials

American Society of Interior Designers
USGBC LEED AP ID+C

licensure

NCIDQ Certification: #28331

relevant experience

TREASURE VALLEY ACADEMY | FRUITLAND, ID

Multiple projects of different scales. Buildings of multiple square footage totaling 150,000 sf and 60 acres. The original structure and construction of the space was built in 1964.

BOYS & GIRLS CLUB WEISER | WEISER, ID

Revitalized historic building, upgraded to meet ADA compliance standards, and preserved the historic character of the building.

BOISE STATE UNIVERSITY ADA ASSESSMENT | BOISE, ID

Conducted a building analysis on the campus interior and exterior to see if it meets ADA accessibility. Created a project plan based off site analysis to upgrade areas to meet ADA standards.





MATT BLANDFORD

President - Boise Office

WORK HISTORY

12 Years at Andersen
21 Years in Construction

SPECIALTY

- Government / Public projects
- Master planning and long-term impacts
- Collaborating with clients and owner groups

SAMPLE OF WORK

DOWNTOWN BOISE YMCA | BOISE ID

100,000 SF new facility on a half-block, including lobby, lounge areas, exercise space and studios, locker rooms, wellness clinic, child care center, indoor playground/child watch area, community rooms, teaching kitchen, teen/STEM technology center, basketball gym, racquetball/squash area, aquatic center, classroom/conference room, office/administrative space, and more. Our joint venture partner on the project is McAlvain.

IDAHO DIVISION OF PUBLIC WORKS - BOISE STATE UNIVERSITY NORTH END ZONE EXPANSION | BOISE, ID

This project planned for 103,400 SF will infill existing bleachers on the north side of Albertson’s Stadium with seating including loge boxes and field-level suites, additional general admission seating, and a dining hall and club room for BSU fans and student athletes. The project will also improve entrance efficiency at stadium gates, improve concourse circulation, and add additional restrooms and concessions. Operationally, the project will address critical needs including visiting team facilities, a full training table kitchen and dining area, full commercial kitchen, increased storage spaces, adding flexible office/classroom space, while creating capacity for future premiere events such as concerts.

THE OSPREY | BOISE, ID

155,500 SF, 5-story student housing structure located adjacent to the Boise State University campus. The building includes an interior courtyard, parking, ground-level retail, study rooms, a fitness studio, and an amenity deck above the podium. This project includes 91 units and 278 beds.

IDAHO DIVISION OF PUBLIC WORKS - CHINDEN CAMPUS BLDG 2 | BOISE, ID

This 170,000 SF renovation project consists of infrastructure upgrades, core and shell building improvements and tenant space build-out for the State of Idaho’s Chinden Campus. Building 2 was the primary focus. The building houses future office space for the State’s Industrial and Tax Commissions.

IDAHO DIVISION OF PUBLIC WORKS - MERIDIAN CLINIC EXPANSION | MERIDIAN, ID

Part of an overall masterplan, consisting of three phases of the reorganization / relocation of ISU clinical services. Existing departments that were part of the planning and construction efforts include Counseling, Communication Science Disorders Department, and Physical and Occupational Therapy. The ISU Meridian Health Sciences are one of three tenants in the Sam and Aline Skaggs Health Science Center and the building remained fully occupied and functional throughout.



JOE LECHNER

Regional Estimating Manager

WORK HISTORY

19 Years at Andersen
35 Years in Construction

SPECIALTY

- Government / Public projects
- Planning and evaluation
- Long-term impacts

SAMPLE OF WORK

DOWNTOWN BOISE YMCA | BOISE ID

100,000 SF new facility on a half-block, including lobby, lounge areas, exercise space and studios, locker rooms, wellness clinic, child care center, indoor playground/child watch area, community rooms, teaching kitchen, teen/STEM technology center, basketball gym, racquetball/squash area, aquatic center, classroom/conference room, office/administrative space, and more. Our joint venture partner on the project is McAlvain.

COTTONWOOD CREEK BEHAVIORAL HOSPITAL | MERIDIAN, ID

Interior remodel of 60,077 SF acute care psychiatric hospital, including inpatient and outpatient care for patients dealing with mental health and substance abuse issues. The facility is located in a former private hospital that was remodeled to accommodate Cottonwood Creek Behavioral Hospital's needs. The hospital is designed to provide a safe, comfortable and nurturing environment for hope and healing. Interiors include 72 patient beds, group therapy rooms, nurse stations, main lobby, dining and social areas.

IDAHO DIVISION OF PUBLIC WORKS - MERIDIAN CLINIC EXPANSION | MERIDIAN, ID

Part of an overall masterplan, consisting of three phases of the reorganization / relocation of ISU clinical services. Existing departments that were part of the planning and construction efforts include Counseling, Communication Science Disorders Department, and Physical and Occupational Therapy. The ISU Meridian Health Sciences are one of three tenants in the Sam and Aline Skaggs Health Science Center and the building remained fully occupied and functional throughout.

IDAHO STATE VETERANS HOME EXPANSION | POCATELLO, ID

The scope of this project includes a multi-phased renovation and expansion of 66 existing skilled nursing rooms, converting them into private resident rooms with ensuite bathrooms. The renovated facility will feature shared living, dining, and social areas, and exterior courtyards. Additional amenities may include a bistro, theater, therapy rooms, pharmacy, and administrative support areas. The phased construction approach ensures that Veterans can continue residing in their home during the expansion.

IDAHO DIVISION OF PUBLIC WORKS - CAPITOL MALL PARKING GARAGE | BOISE, ID

This design-build parking garage near the Idaho State Capitol includes 580 parking spaces on 5 ½ levels. The 181,731 SF cast in place concrete structure was built on a compact site. It borders a designated historic district on one side, the Capitol Mall on another, and is the location of a geothermal well that provides steam heat to the Capitol and other state office buildings.



JON MAXWELL

Sr. Estimator

WORK HISTORY

9 Years at Andersen
33 Years in Construction

SPECIALTY

- Government / Public projects
- Value Engineering
- Quick deadlines

SAMPLE OF WORK

IDAHO DIVISION OF PUBLIC WORKS - CHINDEN CAMPUS BLDG 2 | BOISE, ID

This 170,000 SF renovation project consists of infrastructure upgrades, core and shell building improvements and tenant space build-out for the State of Idaho's Chinden Campus. Building 2 was the primary focus. The building houses future office space for the State's Industrial and Tax Commissions.

CITY OF BOISE - CITY HALL REMODEL | BOISE, ID

The project involved reconfiguring multiple spaces across four levels of Boise City Hall. Due to the building being occupied, work was split into phases with temporary walls separating construction zones from workspaces. Each floor saw the installation of new walls, finishes, flooring, electrical, storefronts, and doors for new offices. The final phase focused on a complete remodel of the City's HR department, including removing a shared wall with the security department to expand both areas and adding new rooms for managers, with updated finishes, storefronts, flooring, electrical, and security hardware.

IDAHO DIVISION OF PUBLIC WORKS - NAMPA JUVENILE CORRECTIONS KITCHEN AND LAUNDRY | NAMPA, ID

5,000 SF of interior remodel in the existing Juvenile Correctional Facility. The building is a type II-A construction with a I-3 occupant type. The remodel includes replacement of select equipment, finish upgrades, lighting upgrades and upgrades to hand wash sinks in the Kitchen. An in-house commercial laundry facility is being added within an existing laundry space to include new walls, doors, plumbing, HVAC and laundry equipment. Finish upgrades along with casework and plumbing upgrades are planned for the clinic.

STATE OF OREGON ONTARIO EMPLOYMENT OFFICE | ONTARIO, OR

8,000 SF interior/exterior remodel of open space offices for 10-12 employees including restrooms, new retail spaces, and break room/kitchen.

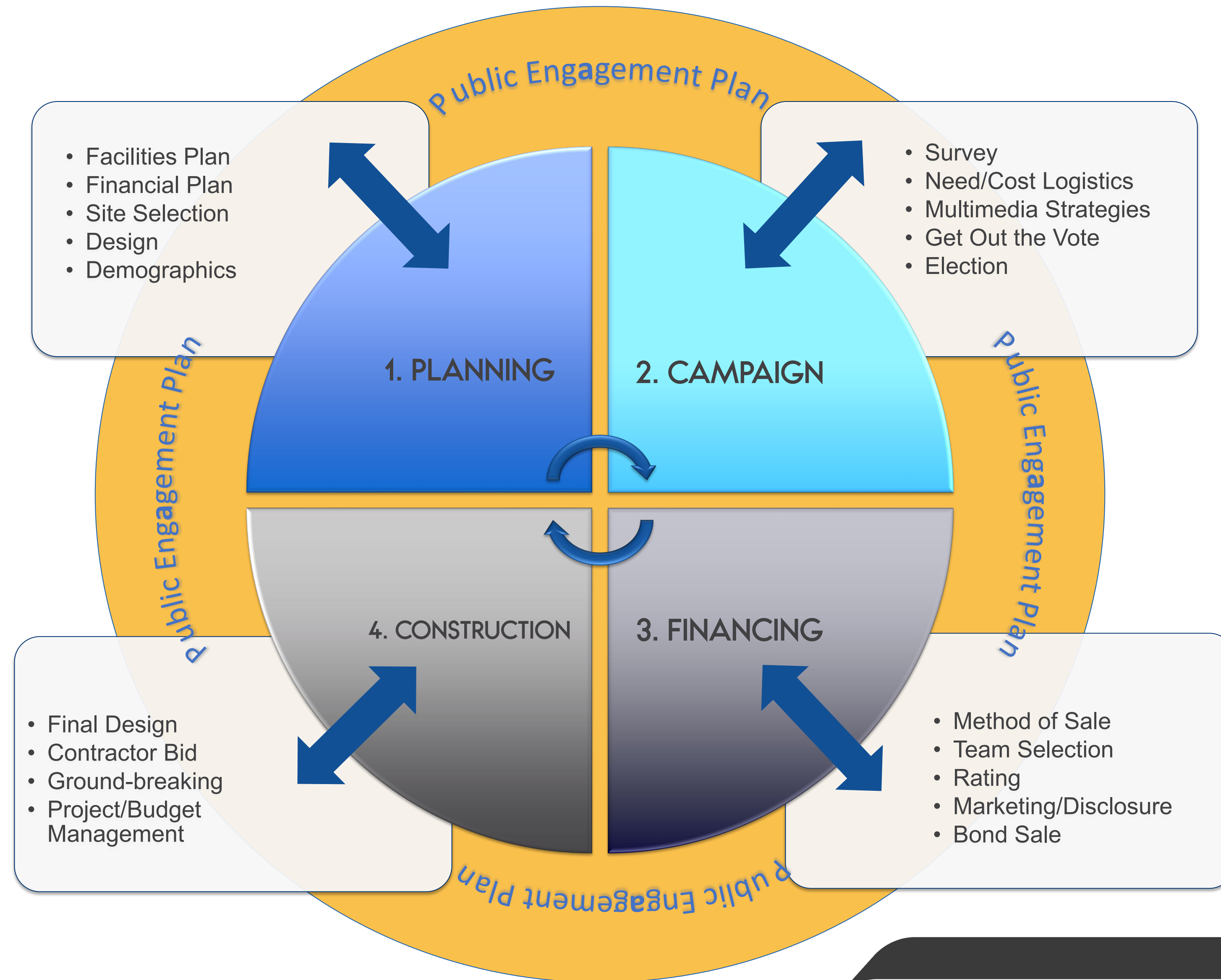
IDAHO CENTRAL CREDIT UNION - LAKE HAZEL | BOISE, ID

6,500 SF ground-up bank with 2AC sitework and detached drive thru structure. Includes vault, offices, conference room, tellers center, and check writing center.

COLLEGE OF SOUTHERN IDAHO - EVERGREEN BUILDING PHYSICAL SCIENCE REMODEL | TWIN FALLS, ID

Remodel of two wings, A & C, of the CSI Evergreen Building, totaling 30,000 SF. The remodel will prioritize laboratory improvements including two existing chemistry labs, casework, emergency equipment, and fume hoods. Electrical and HVAC improvements as well as ADA upgrades will be included in the scope. This remodel will help support the biology and physical science programs for in-person and remote instruction for staff and students. The remodel will take place while the adjacent Wing B remains occupied.

COMPREHENSIVE PROCESS





WHY? CAPITAL IMPROVEMENT & FINANCIAL PLANS



- Starting point
- Creates awareness
- Forecasting
- Informs decision making
- Education tool
- Financial planning



BENEFITS

Analyze. Educate On Challenges & Options. Affirm Support For Solutions.



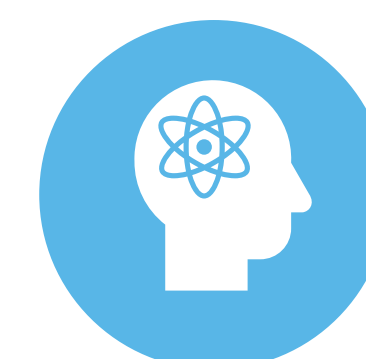
Long-term Outlook

Budgeting, Capital Planning,
+ Revenue Forecasting



Diagnose Risks

Early detection of potential risks
+ causes of financial stress



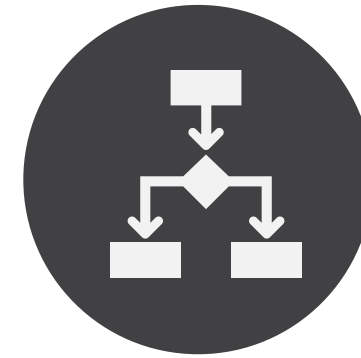
Stimulate Big Picture Thinking

Requires setting and
adjusting vision



Evaluation Tools

For long-term compliance of
financial policies



Decision Making Parameters

Sets parameters +
expectations for related
decision making



Communicate Successes

Engages public + educates them on successes,
needs and long-term financial position

CAPITAL IMPROVEMENT & FINANCIAL PLANS

Your Foundation of Knowledge, Supporting Your Long-term Plan



1. Facility Plan

- Forecast facility needs + funding over short & long (20+ rolling years)
- Informs operational decision making to account for range of possibilities

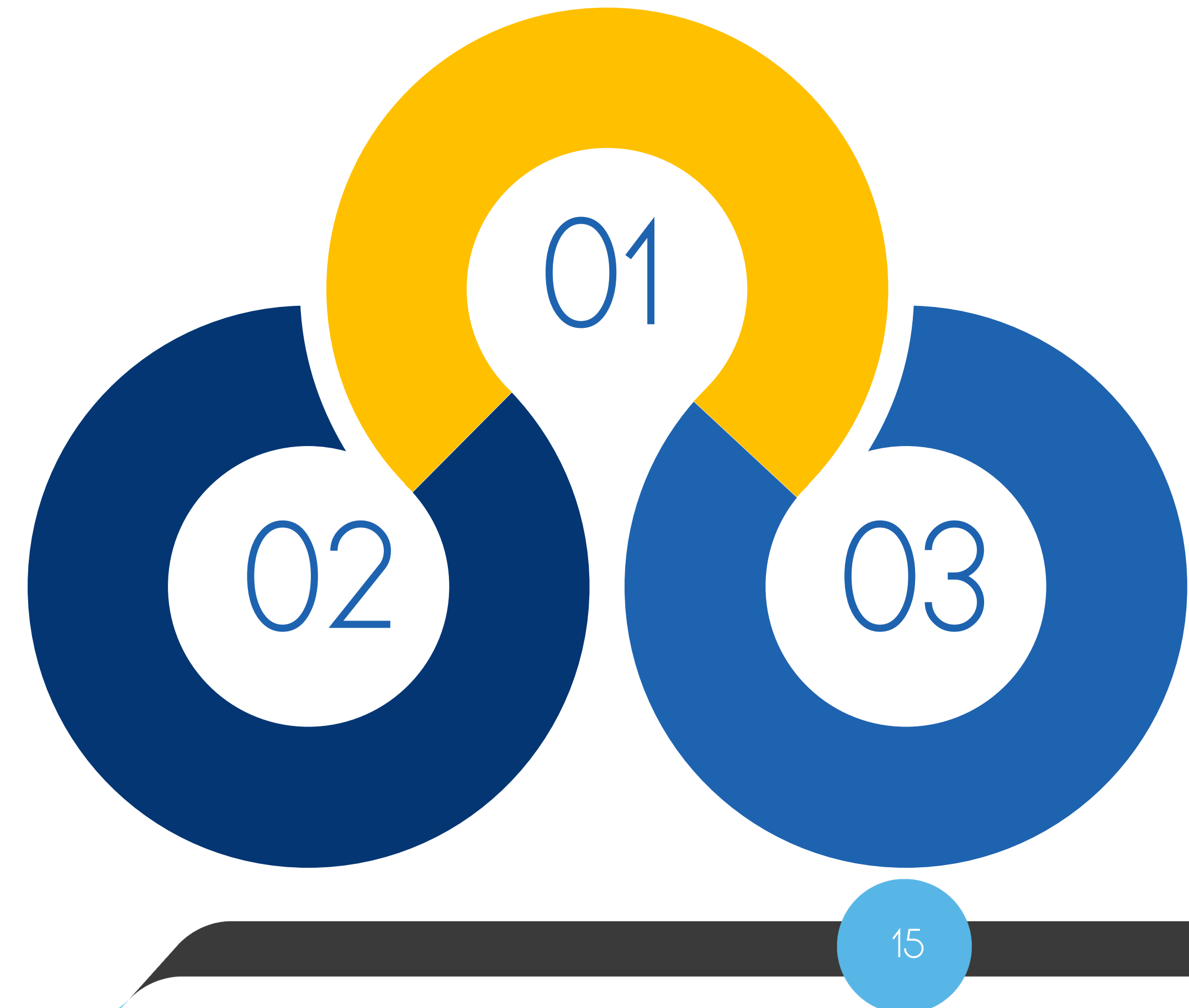
2. Financial Plan

- Provides roadmap for future and current decisions
- Creates financial planning document & investment plans
- Aids financial officer in compliance of internal investment policies/best practices

3. Public Engagement

Public is the ultimate decision-maker. Involve Them

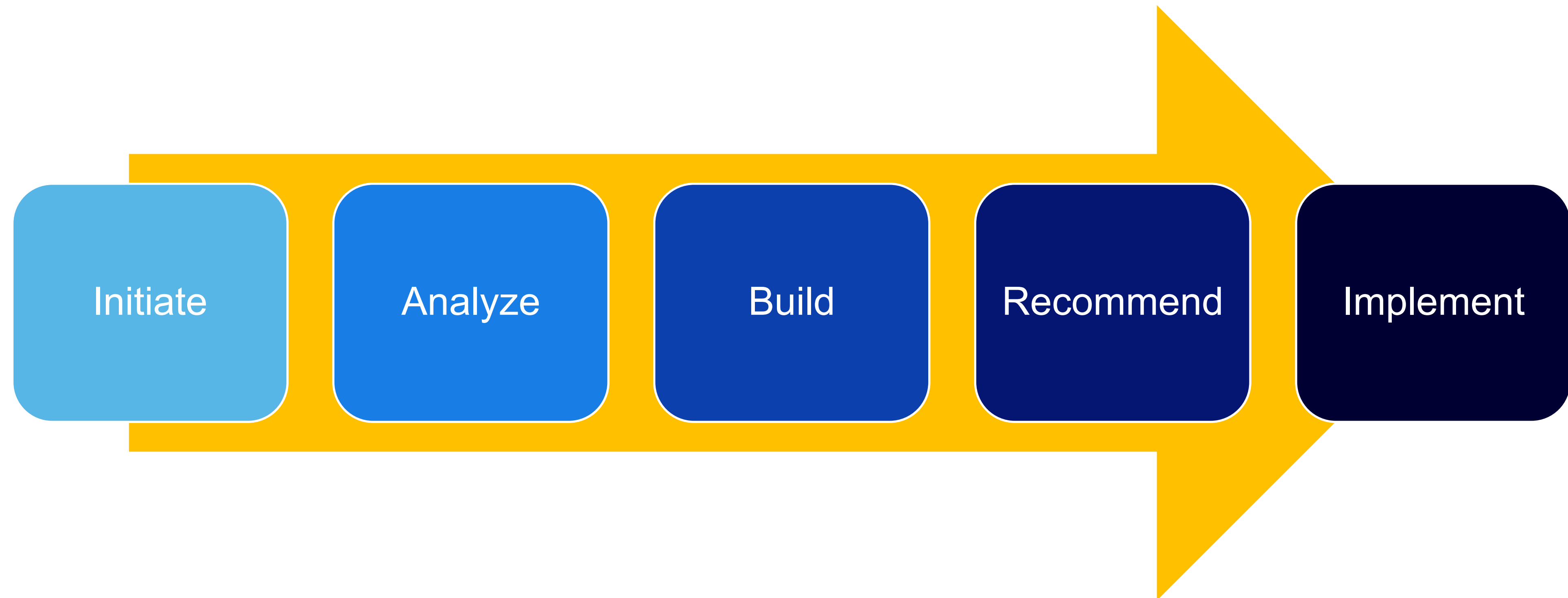
- Creates Trust in Process = KEY ingredient in funding
- Creates awareness of facilities and financial challenges & opportunities
- Public Decides Project(s) and priority
- Citizens know where tax \$\$ are intended to be spent





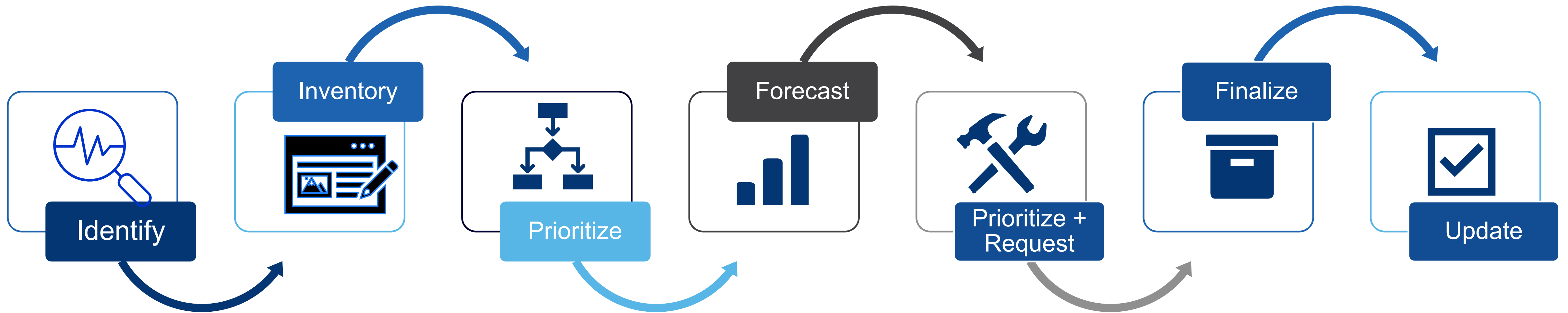
HOW IT WORKS

Multiple Steps & Projects In Each Phase



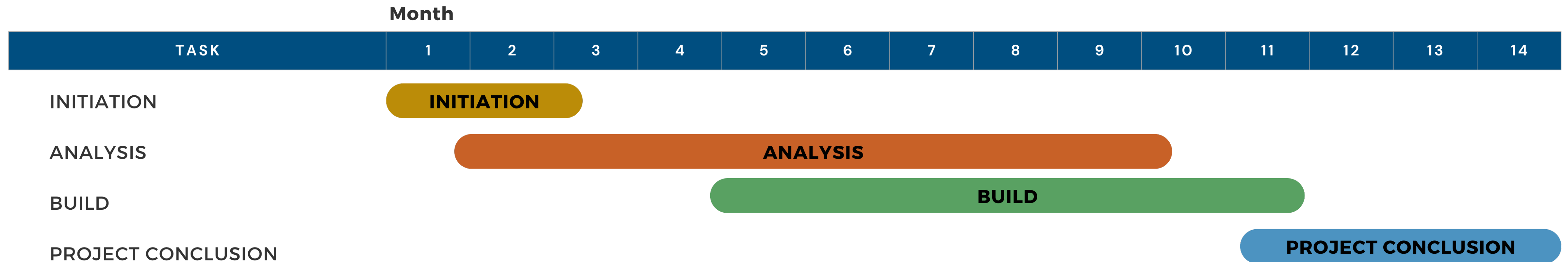


COMPONENTS





STEPS IN EACH PHASE



INITIATION

- Project logistics
- Campus tours
- Review existing documentation
- Leadership summit

ANALYSIS

- Departmental interviews
- Facility & site analyses
- Review & confirm demographics analysis/forecast
- Operational analysis

BUILD

- Functional space programming
- Campus/buildings scenarios
- Preliminary cost estimates
- Comparative Evaluation

PROJECT CONCLUSION

- Preferred scenario with funding and financing options
- Study documentation
- Presentation of results
- Refinement of plans based on feedback

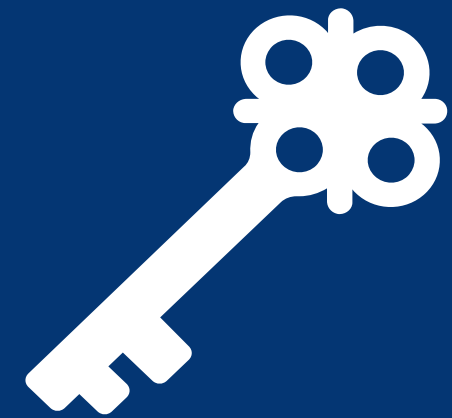
ANNUAL IMPLEMENTATION

- Review plan for completed projects and/or analysis of projects not completed
- Plan for completion strategies



PUBLIC ENGAGEMENT

Involving Your Public at Each Stage is Key



ESSENTIAL FOR
SUPPORT



PUBLIC IS
DECISION
MAKER



LISTEN, LEARN,
ADJUST



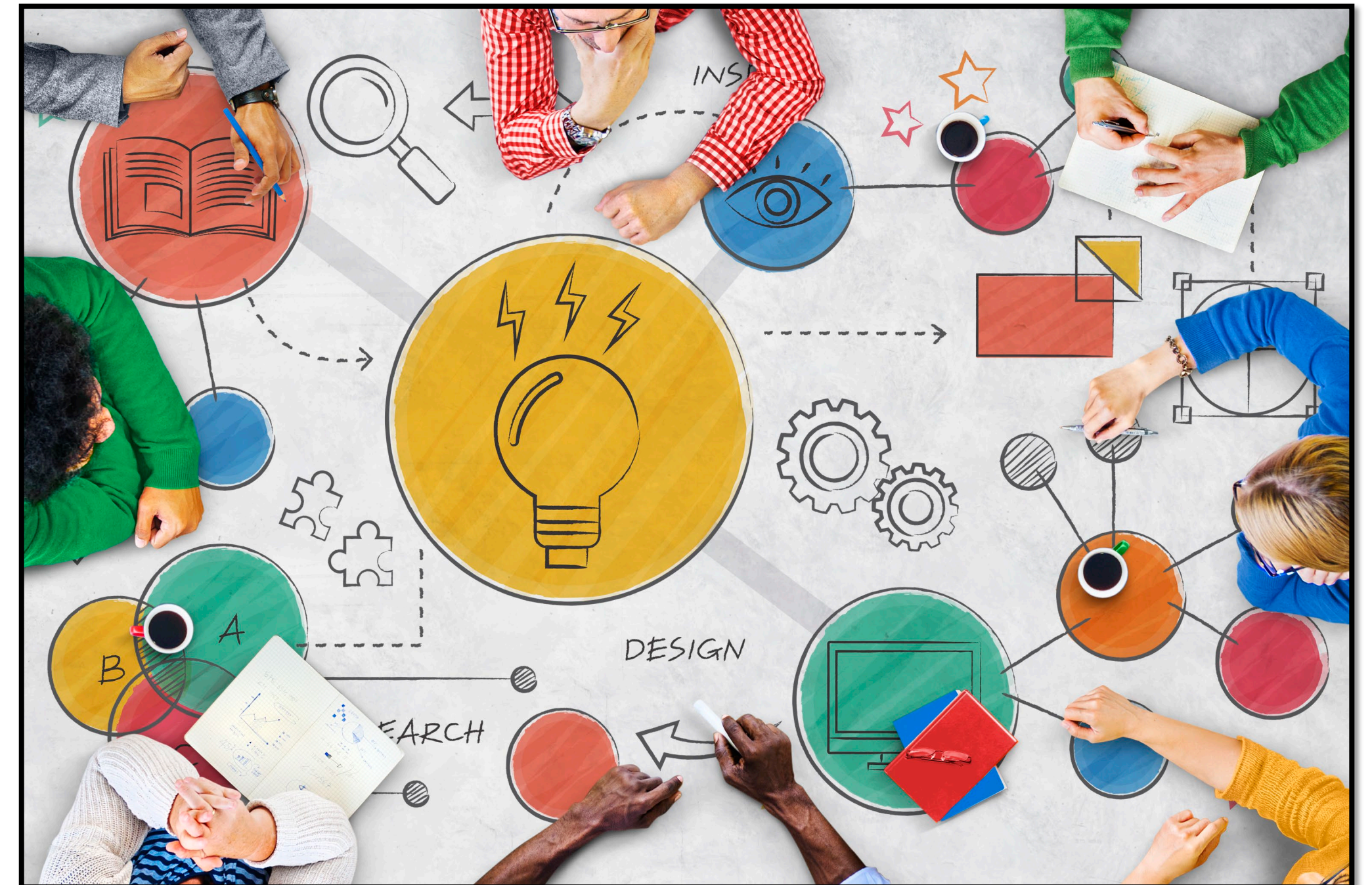
EARLY
&
OFTEN



ENGAGING STAKEHOLDERS

Who's at the table, involved and what is their role?

- **Plan Director** - Single point of contact, leads the internal process, conducts regular meetings to drive process
- **Elected Officials** – Set policy and fund the process
- **Internal Stakeholders** – Define facility needs
- **Citizen's Advisory Committee** – Provide input and credibility
- **External Stakeholders** – Provide local inputs, developers, major employers, other governments
- **Consultants** - Municipal advisor, architect, and others





INVENTORY ASSETS

- **Assess the condition of capital assets owned, controlled or maintained.**
 - Consider an asset manager for larger governments
 - Most governments rely on department heads and consulting engineers to complete
- **Prepare forms for information to be provided.**
 - Description of the asset
 - Who is responsible for the asset
 - Location of the asset
 - Purpose or use of the asset
 - When the asset was acquired or constructed
 - Expected remaining life of asset
 - Description / date of major renovations and expected replacement





FACILITIES TO BE INCLUDED

1. City Hall – 160 S 3rd St
2. Fire – 220 S 2nd E St
3. Police – 2775 E 8th N
4. Public Works – 1150 S Main St
5. Parks & Recreation – 795 S 5th W St





ESTABLISH PRIORITY RANKING CRITERIA

Guidelines For Prioritizing Projects

MEDIUM

- Prevent asset deterioration
- Improve services delivery
- Increase job creation
- Non-essential but have public support

HIGH

- Required by law
- Required by contract
- Improve public safety
- Reduce expenses
- Increase revenues
- Contribute to job retention
- Benefit majority of residents

LOW

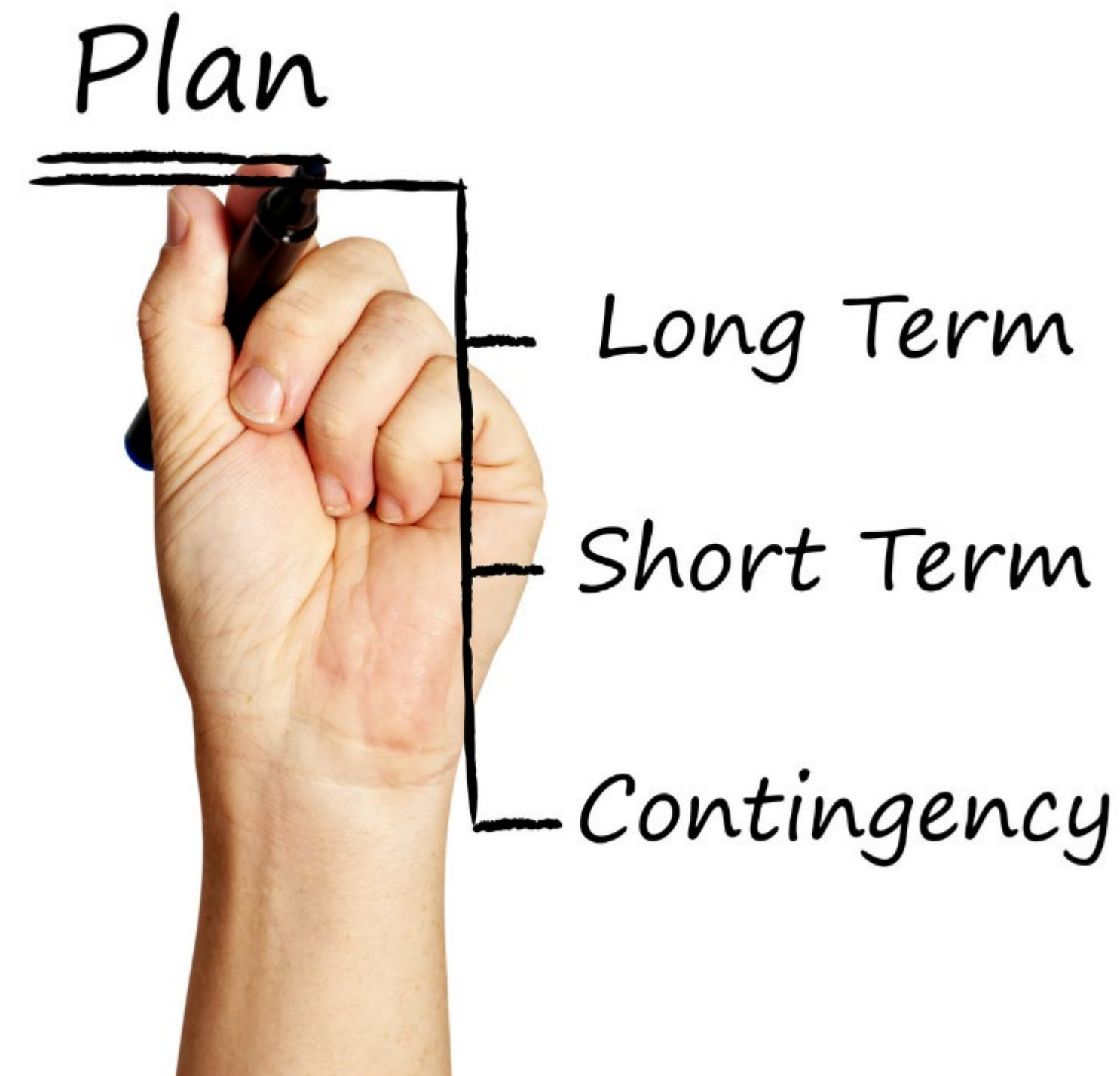
- Service w/ declining demand
- New services not currently provided
- Improve quality of life, but non-essential

PREPARE FINANCIAL FORECASTS



Critical in public engagement & public financing

- Informs elected officials and the public on how projects will be funded



- **Determine**
 - Capital expenditures 5-20 years
- **Consider**
 - historical operating results + future revenues/expenditures
 - Include O&M and capital needs
- **Project:**
 - net income, available cash for projects (pay-as-you-go) or for debt service payment on bonds
- **Conduct:**
 - Cost of doing nothing analysis



PREPARE PROJECT REQUESTS

Include:

- Project Description: Description of the proposed construction project or the vehicles or equipment to be acquired
- Existing Condition: Description of the existing condition to be alleviated
- Goals and Benefits: Goals & benefits derived from completion project
- Funding Schedule: Estimated cost and timing for the project
- Project Funding: Identify how the project is to be funded





SEEK APPROVAL & FINALIZE THE PLAN





UPDATE THE PLAN ANNUALLY



CRITICAL

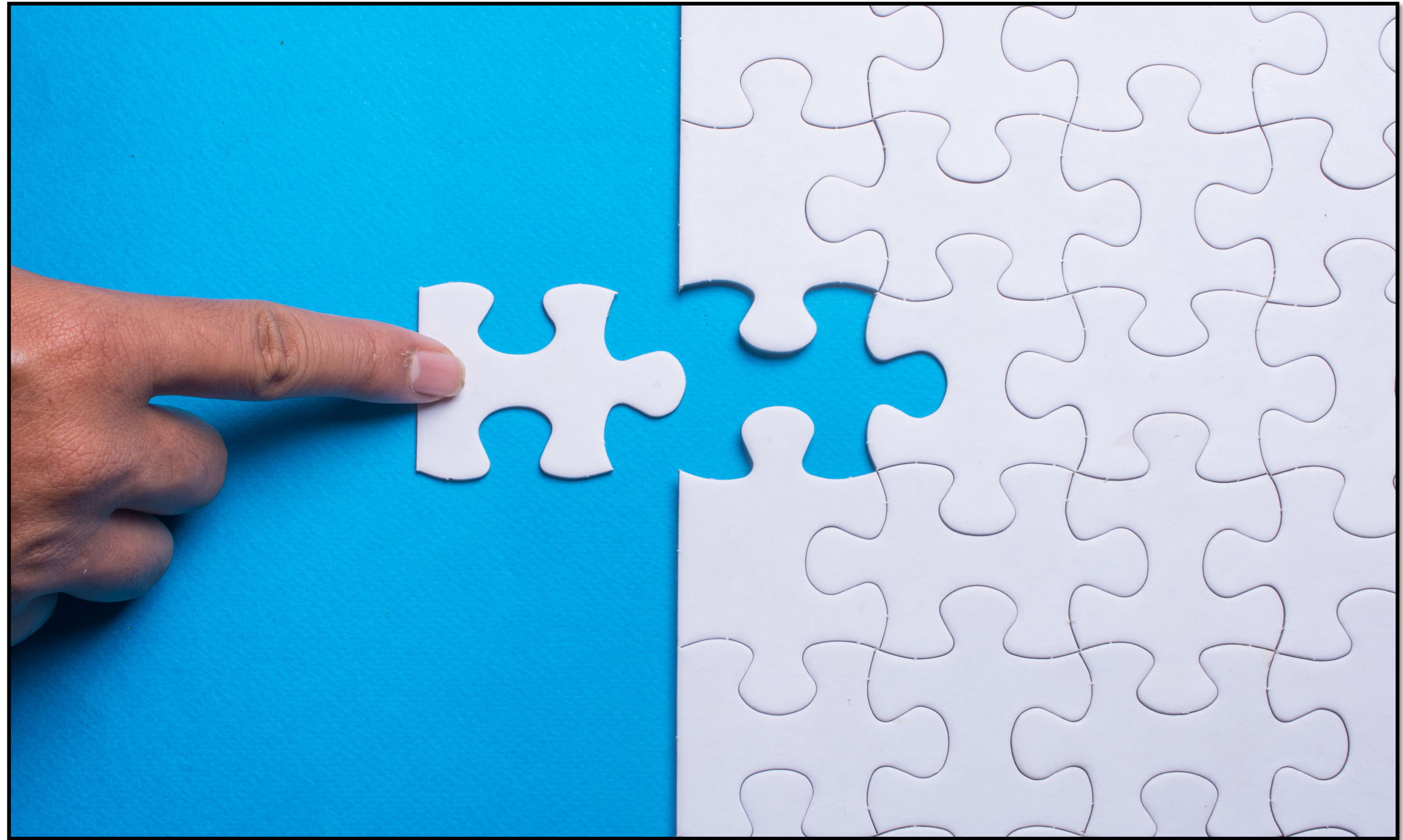
- Plans are living documents that communicate the priorities
- Forces a look at services and aligns them with its vision annually
- GFOA Best Practice
 - “The plan should be reviewed on an annual basis and updated as needed or as major assumptions change.”



BEST PRACTICE

Best completed with:

- Strategic planning
- Developing financial policies
- Capital improvement planning
- Master facility planning
- Financial Planning & Budgeting





FACILITY AND FINANCIAL PLANNING FOR FUTURE SUCCESS



01 Analyze the Situation

Determine your needs and
know your options



02 Engage your Public

Educate stakeholders
through collaboration and
information sharing



03 Execute your Plan

Based on public support
and informed decisions

DISCUSSION & NEXT STEPS



Christine Stoll | VP, MAR
cstoll@clearwaterfinancial.biz
208.800.9689



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MINUTES OF THE REGULAR MEETING OF THE
COUNCIL OF THE CITY OF MOUNTAIN HOME, ELMORE COUNTY, IDAHO,
HELD ON OCTOBER 28TH, 2025, AT 5:00 P.M.
AT MOUNTAIN HOME CITY HALL CHAMBERS
MOUNTAIN HOME, IDAHO

CALL MEETING TO ORDER/ESTABLISH A QUORUM

EXECUTIVE SESSION

1) Pursuant to Idaho Code Section 74-206(1)(f) –to communicate with legal counsel for the public agency to discuss the legal ramifications of and legal options for pending litigation or controversies not yet being litigated but imminently likely to be litigated.

(Pulled from the Agenda)

RECOGNIZING PERSONS IN THE AUDIENCE

CONFLICT OF INTEREST DECLARATION

Has any Council Member received information pertaining to, or otherwise had any contact with any person regarding any items on this City Council agenda? If so, please set forth the nature of the contact.

CONSENT AGENDA

All matters listed within this Consent Agenda section require formal Council action, but are typically routine or not of great controversy and will be enacted by one motion. Questions for the purpose of clarification may be asked about a particular item before the motion is voted on. However, for lengthy discussion or separate motion a Council member or citizen may request an item be removed from the Consent Agenda section and placed on the Regular Agenda.

ALL CONSENT AGENDA ITEMS LISTED BELOW ARE ACTION ITEMS.

- 1) Approval acceptance of minutes: Regular City Council– October 14, 2025.
- 2) Approval acceptance of minutes: Planning & Zoning Commission – September 16, 2025.
- 3) Approve expenditures from 10/15/2025 to 10/28/2025 in the amount of \$1,090,876.39.
- 4) Approve the service agreement with Mountain Home Arts Council, Inc., and authorize the Mayor and City Clerk to sign
- 5) Approve the service agreement with Mountain Home Senior Citizens, Inc., and authorize the Mayor and City Clerk to sign.
- 6) Approve the service agreement with Mountain Home Change of Commerce, Inc. for the Desert Mountain Visitor Center, and authorize the Mayor and City Clerk to sign.
- 7) Approve the service agreement with Treasure Valley Transit, Inc., and authorize the Mayor and City Clerk to sign.
- 8) Approve the service agreement with Mountain Home Historical Society, Inc., and authorize the Mayor and City Clerk to sign.
- 9) Approve the service agreement with Elmore County Domestic Violence Council, Inc., and authorize the Mayor and City Clerk to sign.
- 10) Approve the agreement with Azuga and authorize the Mayor to sign.
(Pulled from the Agenda and to be tabled)
- 11) Approve expenditure from October 14, 2025, voiding the check to Dale King and reissuing on November 12, 2025.

OLD BUSINESS

- 1) Action Item: Deliberation/Decision on proposed land lease agreement for Mellen Water District.

NEW BUSINESS

- 1) Items removed from the Consent Agenda
- 2) Non-Action Item: Discussion regarding frequency congestion at Mountain Home Airport.
- 3) Action Item: Deliberation/Decision on Planning and Zoning Commission recommendation and Finding of Facts for the requested preliminary plat "Albatross Greens" with conditions.
- 4) Action Item: Deliberation/Decision on Planning and Zoning Commission recommendation and Finding of Facts to rezone to C-3 PUD entitled "Albatross Greens" with conditions.

FINAL COMMENTS

ADJOURN

Council Minutes – October 28, 2025

#####

MINUTES OF THE REGULAR MEETING OF THE
COUNCIL OF THE CITY OF MOUNTAIN HOME, ELMORE COUNTY, IDAHO,
HELD ON OCTOBER 28TH, 2025, AT 5:00 P.M.

The Council of the City of Mountain Home, Elmore County, Idaho, met at the Mountain Home City Hall Chambers, 160 South 3rd East, Mountain Home, Idaho, on October 28th, 2025. A quorum was established with Councilwoman Garvey, Councilman Brennan, Councilman Harjo, and Mayor Sykes being present. Councilwoman Wirkkala was present via phone.

Mayor Sykes asked to pull the executive session and Item 10 from the Consent Agenda.

Councilman Harjo made a motion to pull Executive Session and Item 10 from the Consent Agenda. Councilman Brennan seconded the motion. The vote goes as follows: Councilwoman Garvey, aye; Councilman Brennan, aye; Councilwoman Wirkkala, aye; Councilman Harjo, aye. The motion passed by unanimous vote.

RECOGNIZING PERSONS IN THE AUDIENCE

Ted Thompson came forward to speak on frequency congestion at the Airport. He also spoke about the weather station being the cause of the problem and said that he would like it turned off.

CONFLICT OF INTEREST DECLARATION

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No Council Members had anything to declare.

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- 4) Approve the service agreement with Mountain Home Arts Council, Inc., and authorize the Mayor and City Clerk to sign.
- 5) Approve the service agreement with Mountain Home Senior Citizens, Inc., and authorize the Mayor and City Clerk to sign.
- 6) Approve the service agreement with Mountain Home Chamber of Commerce, Inc., for the Mountain Visitor Center, and authorize the Mayor and City Clerk to sign.
- 7) Approve the service agreement with Treasure Valley Transit, Inc., and authorize the Mayor and City Clerk to sign.
- 8) Approve the service agreement with Mountain Home Historical Society, Inc., and authorize the Mayor and City Clerk to sign.
- 9) Approve the service agreement with Elmore County Domestic Violence Council, Inc., and authorize the Mayor and City Clerk to sign.
- 10) Approve the agreement with Azuga and authorize the Mayor to sign
- 11) Approve expenditure from October 14, 2025, voiding the check to Dale King and reissuing on November 12, 2025.

Councilwoman Wirkkala said that she saw that all the civic groups were back on with their edits made in red, however did not see that as the case for Item 8.

Tiffany Belt, City Clerk, said that the edits were made, but for some reason they were not in red, and that Council Minutes – October 28, 2025

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the language on it reads the same as the other civic groups.

Councilwoman Wirkkala thanked Tiffany Belt for her clarification.

Councilman Harjo made a motion to pass the Consent Agenda as printed with the exception of pulling Item 10 as previously stated. Councilman Brennan seconded the motion. The vote goes as follows: Councilwoman Wirkkala; aye, Councilman Harjo; aye, Councilwoman Garvey; aye, Councilman Brennan; aye. The motion passed by unanimous vote.

OLD BUSINESS

1) Action Item: Deliberation/Decision on proposed land lease agreement for Mellen Water District.

Councilman Harjo said the updated lease agreement established a 30-year term as previously requested by the Council. He noted that some details still needed finalizing, including the water meter cost, and added that the agreement set the emergency service rate at one and a half times the City's standard water rate, with all other terms accurately reflected.

Councilman Brennan had a question for Legal on paragraph two under rent amount, the second half of the final paragraph where it says, "unless otherwise agreed to in writing".

Paul Fitzer, City Attorney, explained that the agreement outlines how rent would increase each year. He said the phrase "unless otherwise agreed to" provided flexibility, noting that if inflation rose significantly—say 11%—it could become illegal for citizens to subsidize another subdivision, making the contract voidable. Conversely, if inflation only rose 1%, the City could be overcharging. He said he would prefer to keep the clause somewhat vague, as it allowed adjustments for changing conditions while the preceding 5% increase provided a clear baseline for annual rent adjustments.

Councilwoman Garvey asked what action was expected that evening, noting that the section on installing the water meter device had not yet been addressed.

Tiffany Belt explained that the only remaining decision was determining the meter's size and type so the district would know what to purchase, as discussed at the last meeting. She said the district already had a copy of the agreement for review and needed to move forward for DEQ and funding purposes. She added that the vote that evening, pending the meter size, was all she was requesting.

Councilwoman Garvey made a motion to approve proposed land lease agreement for Mellen Water District pending the water meter spec to be inserted once finalized under paragraph 7. Councilman Harjo seconded the motion. The vote goes as follows: Councilwoman Garvey; aye, Councilman Brennan; aye, Councilman Harjo; aye, Councilwoman Wirkkala; aye. The motion passed by unanimous vote.

NEW BUSINESS

1) Items removed from the Consent Agenda

There were no Items removed for the Consent Agenda for consideration as Item 10 was removed and tabled.

2) Non-Action Item: Discussion regarding frequency congestion at Mountain Home Airport.

Mayor Sykes called AJ Lewis and Martin Pike, with the Airport Advisory Committee, to come forward and join the discussion.

AJ Lewis said the Airport Advisory Committee spent six to seven months discussing congestion on Mountain Home Airport's common frequency, 122.8, but could not reach a consensus, so they brought the issue to City Council. The committee presented pros and cons neutrally, with Martin Pike presenting arguments for a frequency change.

Martin Pike explained that changing Mountain Home Municipal Airport's frequency would reduce congestion on 122.8 frequency, which carries traffic from nearby airports like Jerome and Gooding. He said this would improve situational awareness, ensure emergency calls are heard, and reduce interference from local and visiting aircraft, benefiting both Mountain Home and surrounding airports.

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There was a discussion between Councilman Brennan, AJ Lewis, and Martin Pike regarding changing Mountain Home Municipal Airport's frequency, a new frequency would be unique to Mountain Home, and military aircraft would switch via NOTAM. AJ Lewis confirmed the change would not impact safety or general aviation—military separation.

AJ Lewis outlined arguments against changing the airport's frequency, citing adaptation periods, updates to signage and materials, FAA coordination, frequency availability, potential pilot annoyance, and added workload for overflying aircraft.

Councilwoman Wirkkala asked if pilots would need to include the new frequency in pre-flight planning, likening it to an area code change, and AJ Lewis confirmed they would, noting that mistakes can still occur.

There was a discussion between Mayor Sykes and AJ Lewis about airport frequencies, with AJ Lewis explaining that several airports near Mountain Home share a frequency to reduce congestion and that the advisory committee's research would address whether surrounding airport managers support a frequency change.

Councilman Brennan asked to clarify that there would be no guarantee of what frequency we would get, do you do that analysis before the City decided to make a switch to see how private that frequency would be or how congested it might be.

AJ Lewis explained that an FAA spectrum analysis is needed before changing frequencies, reviewed risks given low nearby traffic, and outlined three options—keep the current frequency, request a change, or install a \$350,000 AWOS—emphasizing pilot responsibility and Council non-liability..

There was a discussion between Councilwoman Garvey and Martin Pike regarding AWOS systems and FAA funding.

Councilman Brennan asked if funding the AWOS would be new money or come from existing funds, and Toby Epler clarified it would replace a project already on the Capital Improvement Plan.

There was a discussion between Councilman Brennan, AJ Lewis, and Martin Pike about the “clicking” pilots do to access weather information and control runway lights.

Mayor Sykes thanked AJ Lewis and Martin Pike for their presentation and all the information that they provided.

Councilwoman Wirkkala asked if Tom Mahoney with the Idaho Transportation Department (Division of Aeronautics) was present and if he would discuss the email that he sent to the Council.

Tom Mahoney noted rising traffic at Mountain Home Airport, saying a dedicated frequency could improve safety, and a certified AWOS (\$350,000) would aid instrument and medical flights, with limited FAA funding but possible state or cheaper alternatives.

Councilwoman Garvey asked if she heard correctly that he did not believe that we would be approved to switch frequencies.

Tom Mahoney said that what he meant to say was he believed we would be approved and that it would be one of the seven available frequencies.

Councilwoman Garvey said that to her the pros outweigh the cons to her. She asked the rest of the Council what the next steps were, if this needed to be tabled for further discussion.

There was a discussion between the Council and Tom Mahoney about funding and timelines for potentially taking on this project.

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There was a discussion between Councilman Brennan, Tom Mahoney, and Tom Hoegg, Airport Manager regarding UNICOM frequencies, AWOS frequencies, and whether the general public and their opinions on changing.

Mayor Sykes suggested that this topic be tabled until more discussions can be had as no decisions were going to be made at this time.

Councilman Harjo and Tom Mahoney discussed Mountain Home Airport's radio frequencies, with Mahoney noting that frequency changes are low-cost, simple, and improve safety despite limited congestion data.

Councilman Harjo thanked Tom Mahoney for his insight and noted the importance of the topic, expressing appreciation for his input.

There was a discussion between Councilman Brennan and Toby Epler about whether a new frequency would eliminate the need for an AWOS system.

Councilwoman Wirkkala spoke about how it would be better to change the frequency to prevent an accident from happening rather than change the frequency after one had already occurred. She then asked if this could be tabled and made an action item at the next meeting to be voted on.

Councilwoman Garvey said that she supported that idea as having a discussion with no action was meaningless and that she would like to see this topic come back.

Mayor Sykes and the Council thanked everyone for the information that they provided.

3) Action Item: Deliberation/Decision on Planning and Zoning Commission recommendation and Finding of Facts for the requested preliminary plat "Albatross Greens" with conditions.

There was a discussion between Councilman Brennan and Brenda Ellis, Senior City Planner, regarding the townhouse development including cross streets and whether an existing house would be demolished. They also discussed variances beyond lot size, including front, rear, and side setbacks, which are detailed in the Albatross Greens PUD agreement under bulk and coverage standards.

Mayor Sykes asked about the likelihood of the townhouse development moving forward, noting that many proposed plats often fail to meet deadlines.

Brenda Ellis replied that the likelihood is very high, citing the applicants' complete team, investment in a costly traffic study, and overall commitment.

Councilman Brennan made a motion to approve the Planning and Zoning Commission recommendation and Finding of Facts for the requested preliminary plat "Albatross Greens" with conditions. Councilman Harjo seconded the motion. The vote goes as follows: Councilwoman Wirkkala; aye, Councilman Harjo; aye, Councilman Brennan; aye, Councilwoman Garvey; aye. The motion passed by unanimous vote.

4) Action Item: Deliberation/Decision on Planning and Zoning Commission recommendation and Finding of Facts to rezone to C-3 PUD entitled "Albatross Greens" with conditions.

Councilman Brennan asked if staff had anymore recommendations or requests for this.

Brenda Ellis said the applicants initially considered a gated community, which wasn't in the official documents. She noted it likely wouldn't be a material change, but if the Council deems it one, they would need to amend the PUD. She also noted the development would be private and maintained by the HOA. She said that staff had reviewed everything, confirmed it met requirements, and noted the requested reductions from code.

Council Minutes – October 28, 2025

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Councilman Brennan asked if the fire department had approved the plans.

Brenda Ellis confirmed, explaining that no-parking along roadways and a required fire hydrant would be enforced by the HOA, with Fire Marshal approval.

There was a discussion about wastewater EDUs between Council, Chris Curtis, Public Works Director, and Paul Fitzer, City Attorney.

Councilman Brennan made a motion to approve Planning and Zoning Commission recommendation and Finding of Facts to rezone to C-3 PUD entitled "Albatross Greens" with conditions. Councilman Harjo seconded the motion. The vote goes as follows: Councilwoman Garvey; aye, Councilman Harjo; aye, Councilman Brennan; aye, Councilwoman Wirkkala; aye. The motion passed by unanimous vote.

FINAL COMMENTS

Councilman Brennan asked Council consent to have an action item on the next agenda for an ordinance on red curbing.

Councilman Harjo reminded everyone that many in the community, including those at the Air Force Base, are affected by the government shutdown. He announced that the City and the Idaho Food Bank will hold a free food distribution this Thursday from 12:30 to 2:30 p.m. at Optimist Park.

There was a discussion between Tiffany Belt and Councilman Brennan about his drafting of the ordinance for the next meeting.

Mayor Sykes said that Parks and Rec and City Staff knocked it out of the park for Spooktacular, it was probably the largest they've ever had!

Councilman Brennan asked Chris Curtis about City staff's involvement in the Railroad Park project and how their time was justified.

Chris Curtis compared it to the pool project, explaining that staff would still maintain city operations and be reassigned to emergencies as needed, emphasizing that public services remain the Public Works Department's top priority.

ADJOURN

There being no further business to come before the Council, the meeting was adjourned at 7:02 p.m. by orders from Mayor Sykes.

Rich Sykes, Mayor

ATTEST: _____
Tiffany Belt, City Clerk

Report Criteria

Invoices with totals above \$0 included

Paid and unpaid invoices included

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
GENERAL FUND							
01-204-02-10 Payables - HRA							
4969	National Benefit Services, LLC	OCT-2025	HRA Funding Account - invoiced c	10/31/2025	6,724.07	.00	
4969	National Benefit Services, LLC	OCT-2025	Admin Fees Payable to NBS	10/31/2025	412.05	.00	
Total 01-204-02-10 Payables - HRA:					7,136.12	.00	
01-204-13-00 Cafeteria Plan Medical							
4969	National Benefit Services, LLC	OCT-2025	FSA funding account - invoiced cl	10/31/2025	570.12	.00	
Total 01-204-13-00 Cafeteria Plan Medical:					570.12	.00	
Total:					7,706.24	.00	
ADMINISTRATION							
01-415-33-10 Gas & Oil							
9302	Wex Bank	OCT-2025	monthly statement: IT dept	11/01/2025	80.81	.00	
9302	Wex Bank	OCT-2025	monthly statement: senior citizen	11/01/2025	257.30	.00	
9302	Wex Bank	OCT-2025	monthly statement: city hall	11/01/2025	103.34	.00	
Total 01-415-33-10 Gas & Oil:					441.45	.00	
01-415-34-00 Telephone/Internet							
8078	DataTel	DG-7645	monthly statement - city hall	11/03/2025	463.68	.00	
8078	DataTel	DG-7645	monthly statement - museum	11/03/2025	77.08	.00	
11989	IRON	5206	monthly statement - City Hall	11/01/2025	25.00	.00	
8636	Level 3 Communications	756679553	monthly statement: city hall	10/17/2025	53.46	.00	
9609	Verizon	OCT-2025	monthly charges - city hall	11/01/2025	232.38	.00	
11836	Verizon Connect	380000076939	monthly statement - City Hall	11/03/2025	18.16	.00	
11836	Verizon Connect	380000076939	monthly statement - unused	11/03/2025	139.60	.00	
Total 01-415-34-00 Telephone/Internet:					1,009.36	.00	
01-415-35-00 Utilities-City Hall							
779	Idaho Power Co	OCT-2025	Monthly Statement-City Hall	10/29/2025	368.69	.00	
Total 01-415-35-00 Utilities-City Hall:					368.69	.00	
01-415-35-02 Utilities-Visitor Center							
779	Idaho Power Co	OCT-2025	Monthly Statement-Visitor Center	10/29/2025	125.85	.00	
Total 01-415-35-02 Utilities-Visitor Center:					125.85	.00	
01-415-35-10 Utilities-Museum							
779	Idaho Power Co	OCT-2025	Monthly Statement-Museum	10/29/2025	51.47	.00	
8636	Level 3 Communications	756679553	monthly statement: museum	10/17/2025	14.00	.00	
Total 01-415-35-10 Utilities-Museum:					65.47	.00	
01-415-35-20 Utilities-Training Center							
779	Idaho Power Co	OCT-2025	Monthly Statement-Training Facilit	10/29/2025	111.43	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 01-415-35-20 Utilities-Training Center:					111.43	.00	
01-415-36-00 Repairs & Maint - Equipment							
203	Boise Office Equipment Inc	IN5080756	monthly contract base rate	10/30/2025	250.49	.00	
Total 01-415-36-00 Repairs & Maint - Equipment:					250.49	.00	
01-415-36-10 Copier Lease							
10610	CIT	48052326	copier lease - city hall	10/30/2025	495.97	.00	
Total 01-415-36-10 Copier Lease:					495.97	.00	
01-415-36-20 Postage Meter Lease							
10771	Quadient Leasing USA, Inc	Q2062017	Postage lease	10/16/2025	872.97	.00	
Total 01-415-36-20 Postage Meter Lease:					872.97	.00	
01-415-37-00 Repairs & Maint-Auto							
794	Idaho Transportation Dept	NOV-2025	license plates	11/01/2025	23.00	.00	
Total 01-415-37-00 Repairs & Maint-Auto:					23.00	.00	
01-415-40-00 Repair&Maint-Bldgs & Grnds							
10104	A Steady Flow Plumbing	27547	unplugged unrial & kitchen sink	10/10/2025	200.00	.00	
848	J & J Heating & Cooling	3616	install outlet, adapter ring, outlet, l	10/20/2025	200.71	.00	
866	Jim's Lumber Co	OCT-2025	Monthly Statement City Hall	11/01/2025	134.38	.00	
11795	Shinobi Window Cleaning	774058	window cleaning	10/28/2025	50.00	.00	
Total 01-415-40-00 Repair&Maint-Bldgs & Grnds:					585.09	.00	
01-415-40-05 Repairs&Maint-Training Center							
10795	Delgado-Alcantar, Blanca Lidia	OCT-2025B	cleaning @ training facility	11/01/2025	300.00	.00	
Total 01-415-40-05 Repairs&Maint-Training Center:					300.00	.00	
01-415-40-18 Repairs&Maint-Visitor Center							
11795	Shinobi Window Cleaning	774059	window cleaning	10/28/2025	60.00	.00	
Total 01-415-40-18 Repairs&Maint-Visitor Center:					60.00	.00	
01-415-40-30 Janitorial Service							
11016	Prestige Janitorial Co	NOV-2025	cleaning services city hall	11/03/2025	1,225.00	.00	
Total 01-415-40-30 Janitorial Service:					1,225.00	.00	
01-415-41-00 Professional Services							
11816	Chubb	NOV-2025	event insurance	10/17/2025	250.00	.00	
Total 01-415-41-00 Professional Services:					250.00	.00	
01-415-43-00 Computer Software/Support							
12420	CivicPlus	348453	dev services new software / repla	08/31/2025	6,844.85	.00	
12157	Treasure Valley Technical Solution	R-2025-0110	microsoft 365 business standard,	11/01/2025	1,813.40	.00	
1610	Wells Fargo Remittance Center	OCT-2025B	monthly Statement (City Hall)	10/28/2025	20.00	.00	
Total 01-415-43-00 Computer Software/Support:					8,678.25	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
01-415-52-00 Supplies							
11306	Capital One	OCT-2025	monthly statement - City Hall	10/19/2025	16.94	.00	
1430	Standard Plumbing Supply Co	ZLMG70	oscilating blade, oscilating tool	10/22/2025	190.99	.00	
1430	Standard Plumbing Supply Co	ZMG947	nuts, bolts	10/29/2025	2.50	.00	
5200	Staples Advantage	6044816566	tape, labels, paper	10/09/2025	108.96	.00	
5200	Staples Advantage	6044816567	paper, labels, tape	10/09/2025	108.96	.00	
5200	Staples Advantage	6045369037	paper towels	10/17/2025	77.74	.00	
1610	Wells Fargo Remittance Center	OCT-2025B	monthly Statement (City Hall)	10/28/2025	807.13	.00	
Total 01-415-52-00 Supplies:					1,313.22	.00	
01-415-53-00 Uniforms/Safety Clothing Items							
1610	Wells Fargo Remittance Center	OCT-2025B	Monthly Statement (City Hall)	10/28/2025	571.45	.00	
Total 01-415-53-00 Uniforms/Safety Clothing Items:					571.45	.00	
01-415-55-00 Printing/Publications							
1610	Wells Fargo Remittance Center	OCT-2025B	monthly Statement (City Hall)	10/28/2025	240.00	.00	
Total 01-415-55-00 Printing/Publications:					240.00	.00	
01-415-56-00 Meetings Schools & Dues							
1610	Wells Fargo Remittance Center	OCT-2025B	monthly Statement (City Hall)	10/28/2025	724.67	.00	
Total 01-415-56-00 Meetings Schools & Dues:					724.67	.00	
01-415-61-05 Special Event(AFAD, Retr. etc)							
5370	MHHS Senior Celebration	NOV-2025	sponsorship	11/01/2025	1,000.00	.00	
8029	United Site Services	114-14147655	portable restroom service - spook	10/28/2025	1,620.00	.00	
1610	Wells Fargo Remittance Center	OCT-2025B	monthly Statement (City Hall)	10/28/2025	441.83	.00	
Total 01-415-61-05 Special Event(AFAD, Retr. etc):					3,061.83	.00	
01-415-66-00 Christmas Decorations							
1610	Wells Fargo Remittance Center	OCT-2025B	monthly Statement (City Hall)	10/28/2025	385.90	.00	
Total 01-415-66-00 Christmas Decorations:					385.90	.00	
01-415-75-00 Mayor's Youth Advisory Council							
1610	Wells Fargo Remittance Center	OCT-2025B	monthly Statement (City Hall)	10/28/2025	139.59	.00	
Total 01-415-75-00 Mayor's Youth Advisory Council:					139.59	.00	
01-415-98-00 Sales Tax Payable							
1442	State Tax Commission	OCT-2025	Sales & Use Tax	11/04/2025	2,286.64	.00	
Total 01-415-98-00 Sales Tax Payable:					2,286.64	.00	
Total ADMINISTRATION:					23,586.32	.00	
DEVELOPMENT SERVICES							
01-416-33-00 Gas & Oil							
9302	Wex Bank	OCT-2025	monthly statement: dev serv	11/01/2025	437.65	.00	
Total 01-416-33-00 Gas & Oil:					437.65	.00	
01-416-34-00 Telephone/Internet							
8078	DataTel	DG-7645	monthly statement - dev serv	11/03/2025	192.01	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
8636	Level 3 Communications	756679553	monthly statement: dev services	10/17/2025	70.00	.00	
9609	Verizon	OCT-2025	monthly charges - dev services	11/01/2025	233.66	.00	
11836	Verizon Connect	380000076939	monthly statement - dev serv	11/03/2025	35.61	.00	
Total 01-416-34-00 Telephone/Internet:					531.28	.00	
01-416-36-00 Repairs & Maint - Equipment							
203	Boise Office Equipment Inc	IN5080756	monthly contract base rate	10/30/2025	145.63	.00	
Total 01-416-36-00 Repairs & Maint - Equipment:					145.63	.00	
01-416-36-10 Copy Machine Lease							
10610	CIT	48052326	copier lease - building	10/30/2025	337.15	.00	
Total 01-416-36-10 Copy Machine Lease:					337.15	.00	
01-416-37-00 Repairs & Maint - Auto							
794	Idaho Transportation Dept	NOV-2025	license plates	11/01/2025	23.00	.00	
Total 01-416-37-00 Repairs & Maint - Auto:					23.00	.00	
01-416-43-00 Computer Maint/Software							
285	Caselle Inc	INV-12285	monthly contract support	11/01/2025	575.25	.00	
12420	CivicPlus	348453	dev services new software / repla	08/31/2025	11,408.08	.00	
Total 01-416-43-00 Computer Maint/Software					11,983.33	.00	
01-416-52-00 Supplies							
1430	Standard Plumbing Supply Co	ZMBZ37	razor blades	10/28/2025	3.79	.00	
10843	Strive Workplace Solutions	WO-209099-1	paper	10/29/2025	52.99	.00	
Total 01-416-52-00 Supplies					56.78	.00	
01-416-53-00 Uniforms/Safety Clothing Items							
12663	King, Dale	AUG & SEP 20	reimburse: clothing	08/15/2025	63.48	.00	
Total 01-416-53-00 Uniforms/Safety Clothing Items:					63.48	.00	
01-416-56-00 Meetings, Schools & Dues							
12663	King, Dale	AUG & SEP 20	reimburse: lunches	08/15/2025	34.39	.00	
12663	King, Dale	AUG & SEP 20	reimburse: mileage	08/15/2025	110.44	.00	
1610	Wells Fargo Remittance Center	OCT-2025B	Monthly Statement (Dev Serv)	10/28/2025	855.00	.00	
Total 01-416-56-00 Meetings, Schools & Dues:					999.83	.00	
Total DEVELOPMENT SERVICES:					14,578.13	.00	
POLICE							
01-421-33-00 Gas & Oil							
9302	Wex Bank	OCT-2025	monthly statement: police	11/01/2025	4,683.40	.00	
Total 01-421-33-00 Gas & Oil:					4,683.40	.00	
01-421-34-00 Telephone/Internet							
8078	DataTel	DG-7645	monthly statement - police	11/03/2025	570.03	.00	
11989	IRON	5206	monthly statement - Police	11/01/2025	25.00	.00	
9609	Verizon	OCT-2025	monthly charges - police	11/01/2025	2,180.27	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 01-421-34-00 Telephone/Internet:					2,775.30	.00	
01-421-35-00 Utilities							
779	Idaho Power Co	OCT-2025	Monthly Statement-Police Dep	10/29/2025	923.32	.00	
Total 01-421-35-00 Utilities:					923.32	.00	
01-421-36-00 Repairs & Maint - Office equip							
203	Boise Office Equipment Inc	IN5080756	monthly contract base rate	10/30/2025	62.70	.00	
10610	CIT	48052326	copier lease - police	10/30/2025	337.15	.00	
Total 01-421-36-00 Repairs & Maint - Office equip:					399.85	.00	
01-421-37-00 Repairs & Maint - Auto							
8936	AutoZone	04127860369	bulbs	10/31/2025	56.04	.00	
12681	Decked LLC	INV127456387	gmc/chevy drawer system	10/30/2025	399.99	.00	
794	Idaho Transportation Dept	NOV-2025	license plates	11/01/2025	46.00	.00	
1036	Mountain Home Auto Parts	OCT-2025	Monthly Statement Police	11/01/2025	64.49	.00	
6353	O'Reilly Auto Parts	3014-104739	oil filter	10/27/2025	10.19	.00	
6353	O'Reilly Auto Parts	3014-104756	stat housing	10/27/2025	31.40	.00	
6353	O'Reilly Auto Parts	3014-105055	oil filter	10/29/2025	7.93	.00	
6353	O'Reilly Auto Parts	3014-105910	oil filter	11/03/2025	10.19	.00	
Total 01-421-37-00 Repairs & Maint - Auto:					626.23	.00	
01-421-40-00 Repairs & Maint - Building							
866	Jim's Lumber Co	OCT-2025	Monthly Statement Police	11/01/2025	37.92	.00	
Total 01-421-40-00 Repairs & Maint - Building:					37.92	.00	
01-421-40-30 Janitorial Service							
11363	Reyes, Sofia	11042025	janitorial services	11/04/2025	85.00	.00	
Total 01-421-40-30 Janitorial Service:					85.00	.00	
01-421-52-00 Supplies							
11306	Capital One	OCT-2025	monthly statement - Police	10/19/2025	51.54	.00	
Total 01-421-52-00 Supplies:					51.54	.00	
01-421-53-00 Uniforms and accessories							
5371	Galls, LLC	032831677	name plates	10/14/2025	35.25	.00	
5371	Galls, LLC	032919995	boots	10/22/2025	148.62	.00	
Total 01-421-53-00 Uniforms and accessories:					183.87	.00	
01-421-56-00 Meetings, Schools & Dues							
11306	Capital One	OCT-2025	monthly statement - Police	10/19/2025	137.07	.00	
1610	Wells Fargo Remittance Center	OCT-2025B	Monthly Statement (Police)	10/28/2025	306.57	.00	
Total 01-421-56-00 Meetings, Schools & Dues:					443.64	.00	
01-421-57-00 Weapons & Ammunition							
8029	United Site Services	114-14143459	portable restroom service - shoot	10/17/2025	115.00	.00	
Total 01-421-57-00 Weapons & Ammunition:					115.00	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
01-421-64-00 Investigative Expenses							
1610	Wells Fargo Remittance Center	OCT-2025B	Monthly Statement (Police)	10/28/2025	675.00	.00	
Total 01-421-64-00 Investigative Expenses:					675.00	.00	
01-421-99-00 Capital Outlay - Over \$5000							
1037	Mountain Home Auto Ranch	10110	2026 ford escape	11/05/2025	28,315.57	.00	
Total 01-421-99-00 Capital Outlay - Over \$5000:					28,315.57	.00	
Total POLICE:					39,315.64	.00	
ANIMAL CONTROL							
01-422-33-00 Gas & Oil							
9302	Wex Bank	OCT-2025	monthly statement: animal	11/01/2025	99.74	.00	
Total 01-422-33-00 Gas & Oil:					99.74	.00	
01-422-34-00 Telephone/Internet							
8078	DataTel	DG-7645	monthly statement - animal shelte	11/03/2025	133.29	.00	
11989	IRON	5206	monthly statement - Animal Shelte	11/01/2025	25.00	.00	
8636	Level 3 Communications	756679553	monthly statement: animal shelter	10/17/2025	14.00	.00	
9609	Verizon	OCT-2025	monthly charges - animal shelter	11/01/2025	38.73	.00	
11836	Verizon Connect	380000076939	monthly statement - animal	11/03/2025	18.16	.00	
Total 01-422-34-00 Telephone/Internet:					229.18	.00	
01-422-35-00 Utilities							
779	Idaho Power Co	OCT-2025	Monthly Statement-Animal Shelter	10/29/2025	356.54	.00	
Total 01-422-35-00 Utilities:					356.54	.00	
01-422-40-00 Repairs & Maint - Building							
866	Jim's Lumber Co	OCT-2025	Monthly Statement Animal Shelter	11/01/2025	21.59	.00	
9595	Western Exterminator Company	84132043	pest control maintenance	10/23/2025	157.18	.00	
Total 01-422-40-00 Repairs & Maint - Building:					178.77	.00	
01-422-52-00 Supplies							
11306	Capital One	OCT-2025	monthly statement - Animal Shelte	10/19/2025	81.92	.00	
Total 01-422-52-00 Supplies:					81.92	.00	
Total ANIMAL CONTROL:					946.15	.00	
FIRE DEPARTMENT							
01-423-33-00 Gas & Oil							
9302	Wex Bank	OCT-2025	monthly statement: fire	11/01/2025	793.10	.00	
Total 01-423-33-00 Gas & Oil:					793.10	.00	
01-423-34-00 Telephone/Internet							
8078	DataTel	DG-7645	monthly statement - fire	11/03/2025	88.04	.00	
11989	IRON	5206	monthly statement - Fire	11/01/2025	25.00	.00	
8636	Level 3 Communications	756679553	monthly statement: fire	10/17/2025	14.00	.00	
Total 01-423-34-00 Telephone/Internet:					127.04	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
01-423-35-00 Utilities							
779	Idaho Power Co	OCT-2025	Monthly Statement-Fire Dept	10/29/2025	407.58	.00	
Total 01-423-35-00 Utilities:					407.58	.00	
01-423-36-00 Repairs & Maint - Equipment							
1430	Standard Plumbing Supply Co	ZLR651	batteries	10/23/2025	38.97	.00	
Total 01-423-36-00 Repairs & Maint - Equipment:					38.97	.00	
01-423-40-50 Janitorial Service							
11016	Prestige Janitorial Co	NOV-2025	cleaning services: fire	11/03/2025	100.00	.00	
Total 01-423-40-50 Janitorial Service:					100.00	.00	
01-423-43-00 Computer Maintenance/Software							
12420	CivicPlus	348453	dev services new software / repla	08/31/2025	2,280.61	.00	
Total 01-423-43-00 Computer Maintenance/Software:					2,280.61	.00	
01-423-53-00 Uniforms/Safety Clothing Items							
961	LN Curtis & Sons	INV1004989	helmet, shipping	10/08/2025	448.16	.00	
7599	SeaWestern	INV47777	guntlet cuff	10/17/2025	119.99	.00	
Total 01-423-53-00 Uniforms/Safety Clothing Items:					568.15	.00	
01-423-85-00 Special Events-Misc							
1610	Wells Fargo Remittance Center	OCT-2025B	Monthly Statement (Fire)	10/28/2025	64.90	.00	
Total 01-423-85-00 Special Events-Misc:					64.90	.00	
Total FIRE DEPARTMENT:					4,380.35	.00	
PARKS DEPARTMENT							
01-438-33-00 Gas & Oil							
9302	Wex Bank	OCT-2025	monthly statement: parks	11/01/2025	918.21	.00	
9302	Wex Bank	OCT-2025	monthly statement: parks off road	11/01/2025	1,228.50	.00	
Total 01-438-33-00 Gas & Oil:					2,146.71	.00	
01-438-34-00 Telephone/Internet							
8078	DataTel	DG-7645	monthly statement - park	11/03/2025	104.40	.00	
11989	IRON	5206	monthly statement - Parks	11/01/2025	25.00	.00	
8636	Level 3 Communications	756679553	monthly statement: Parks	10/17/2025	21.00	.00	
9609	Verizon	OCT-2025	monthly charges - parks	11/01/2025	233.66	.00	
11836	Verizon Connect	380000076939	monthly statement - parks	11/03/2025	87.97	.00	
Total 01-438-34-00 Telephone/Internet:					472.03	.00	
01-438-35-00 Utilities							
779	Idaho Power Co	OCT-2025	Monthly Statement-Park Dept	10/29/2025	1,879.41	.00	
Total 01-438-35-00 Utilities:					1,879.41	.00	
01-438-36-00 Repairs & Maint - Equipment							
12678	Automotive Service Equipment In	5829	hoist inspection	10/29/2025	171.05	.00	
203	Boise Office Equipment Inc	IN5080756	monthly contract base rate	10/30/2025	31.95	.00	
11463	En Route Tire Service	8978	tire, tube	10/03/2025	32.69	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
11463	En Route Tire Service	9235	tire, stem, string plug	10/07/2025	33.97	.00	
1036	Mountain Home Auto Parts	OCT-2025	Monthly Statement Parks	11/01/2025	98.00	.00	
Total 01-438-36-00 Repairs & Maint - Equipment					367.66	.00	
01-438-36-10 Copier Lease							
10610	CIT	48052326	copier lease - parks	10/30/2025	170.67	.00	
Total 01-438-36-10 Copier Lease					170.67	.00	
01-438-37-00 Repairs & Maint - Trucks							
794	Idaho Transportation Dept	NOV-2025	license plates	11/01/2025	69.00	.00	
Total 01-438-37-00 Repairs & Maint - Trucks					69.00	.00	
01-438-38-00 Portable Service Contract							
8029	United Site Services	114-14126245	portable restroom service - carl m	09/12/2025	132.13	.00	
8029	United Site Services	114-14147648	portable restroom service - legac	10/28/2025	75.00	.00	
8029	United Site Services	114-14147649	portable restroom service - legac	10/28/2025	110.00	.00	
8029	United Site Services	114-14148405	portable restroom service - dog p	10/29/2025	115.00	.00	
8029	United Site Services	114-14148406	portable restroom service - optimi	10/29/2025	185.00	.00	
8029	United Site Services	114-14148407	portable restroom service - dog p	10/29/2025	115.00	.00	
8029	United Site Services	114-14148408	portable restroom service - richard	10/29/2025	115.00	.00	
8029	United Site Services	114-14148409	portable restroom service - ne cin	10/29/2025	115.00	.00	
8029	United Site Services	114-14148411	portable restroom service - frontie	10/29/2025	115.00	.00	
8029	United Site Services	114-14148412	portable restroom service - carl m	10/29/2025	185.00	.00	
8029	United Site Services	114-14148413	portable restroom service - railroa	10/29/2025	185.00	.00	
Total 01-438-38-00 Portable Service Contract:					1,447.13	.00	
01-438-40-00 Repairs & Maint - Bldgs & Grnd							
6	A to Z Lumber Co	125513	key	10/29/2025	2.49	.00	
11730	Gem State Outdoor & Landscape	645	service call, repair, material	07/02/2025	350.00	.00	
1036	Mountain Home Auto Parts	OCT-2025	Monthly Statement Parks	11/01/2025	10.35	.00	
12030	Mountainland Supply Company	S107379834.0	4 station controller, blue tooth cont	10/15/2025	559.75	.00	
1430	Standard Plumbing Supply Co	ZMKF88	toilet flapper, tank lever, valve kit	10/30/2025	32.50	.00	
1430	Standard Plumbing Supply Co	ZMLZ85	open front seat	10/31/2025	26.60	.00	
1430	Standard Plumbing Supply Co	ZMTN17	bit, nuts, bolts	11/03/2025	15.78	.00	
1610	Wells Fargo Remittance Center	OCT-2025B	Monthly Statement (Parks)	10/28/2025	2,729.88	.00	
1653	Yard Creations	5707812	tree post, stretch tie	09/24/2025	44.00	.00	
Total 01-438-40-00 Repairs & Maint - Bldgs & Grnd:					3,771.35	.00	
01-438-72-00 Tools & Supplies							
1430	Standard Plumbing Supply Co	ZMG426	pliers, lubricant	10/29/2025	30.98	.00	
1430	Standard Plumbing Supply Co	ZML136	bit set	10/30/2025	39.99	.00	
Total 01-438-72-00 Tools & Supplies:					70.97	.00	
Total PARKS DEPARTMENT:					10,394.93	.00	
Total GENERAL FUND:					100,907.76	.00	
STREET DEPARTMENT							
STREET DEPARTMENT							
02-431-23-20 Street Patching							
8282	Suncore Construction & Materials	004CINV00000	asphalt	10/21/2025	755.37	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 02-431-23-20 Street Patching:					755.37	.00	
02-431-24-10 Right of Way Improv-Sidewalks							
1659	Ytuarte Concrete	1974	remove & replace sidewalk @ bra	10/23/2025	35,725.00	.00	
1659	Ytuarte Concrete	1977	concrete repair	11/05/2025	864.00	.00	
1659	Ytuarte Concrete	1978	repair heaved concrete	11/05/2025	2,200.00	.00	
Total 02-431-24-10 Right of Way Improv-Sidewalks:					38,789.00	.00	
02-431-33-00 Gas & Oil							
9302	Wex Bank	OCT-2025	monthly statement: streets	11/01/2025	1,487.56	.00	
9302	Wex Bank	OCT-2025	monthly statement: streets off roa	11/01/2025	614.36	.00	
Total 02-431-33-00 Gas & Oil:					2,101.92	.00	
02-431-34-00 Telephone/Internet							
8078	DataTel	DG-7645	monthly statement - street	11/03/2025	83.86	.00	
11989	IRON	5206	monthly statement - Streets	11/01/2025	25.00	.00	
8636	Level 3 Communications	756679553	monthly statement: Streets	10/17/2025	14.00	.00	
9609	Verizon	OCT-2025	monthly charges - streets	11/01/2025	395.52	.00	
11836	Verizon Connect	380000076939	monthly statement - streets	11/03/2025	377.07	.00	
Total 02-431-34-00 Telephone/Internet:					895.45	.00	
02-431-35-00 Utilities							
779	Idaho Power Co	OCT-2025	Monthly Statement-Street Oiling	10/29/2025	103.26	.00	
Total 02-431-35-00 Utilities:					103.26	.00	
02-431-36-00 Repairs & Maint - Equipment							
12659	Freightliner Northwest	PC411137759:	fuel filter, lube filter	10/27/2025	184.62	.00	
1036	Mountain Home Auto Parts	OCT-2025	Monthly Statement Streets	11/01/2025	170.06	.00	
Total 02-431-36-00 Repairs & Maint - Equipment:					354.68	.00	
02-431-37-00 Repairs & Maint - Trucks							
12678	Automotive Service Equipment In	5830	hoist inspection	10/27/2025	344.55	.00	
794	Idaho Transportation Dept	NOV-2025	license plates	11/01/2025	92.00	.00	
1036	Mountain Home Auto Parts	OCT-2025	Monthly Statement Streets	11/01/2025	355.61	.00	
6353	O'Reilly Auto Parts	3014-104917	rust prevention paint	10/28/2025	56.94	.00	
6353	O'Reilly Auto Parts	3014-105399	filter wr	10/31/2025	22.99	.00	
1430	Standard Plumbing Supply Co	ZKZ085	paint, denatured alcohol	10/16/2025	94.43	.00	
1430	Standard Plumbing Supply Co	ZMJ453	paint, flap disk	10/30/2025	98.18	.00	
1430	Standard Plumbing Supply Co	ZMKH78	gls turb spray	10/30/2025	86.64	.00	
Total 02-431-37-00 Repairs & Maint - Trucks:					1,151.34	.00	
02-431-40-30 Janitorial Service							
11016	Prestige Janitorial Co	NOV-2025	cleaning services: streets	11/03/2025	120.00	.00	
Total 02-431-40-30 Janitorial Service:					120.00	.00	
02-431-41-00 Professional Services							
878	Keller Associates	214010-012-02	Transportation- General Engineeri	10/15/2025	428.75	.00	
878	Keller Associates	214010-032-02	development reviews	10/15/2025	1,845.00	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 02-431-41-00 Professional Services:					2,273.75	.00	
02-431-52-10 Computer Maint/Software							
12420	CivicPlus	348453	dev services new software / repla	08/31/2025	2,281.62	.00	
Total 02-431-52-10 Computer Maint/Software:					2,281.62	.00	
02-431-56-00 Meetings, Schools & Dues							
1610	Wells Fargo Remittance Center	OCT-2025B	Monthly Statement (Streets)	10/28/2025	600.00-	.00	
Total 02-431-56-00 Meetings, Schools & Dues:					600.00-	.00	
02-431-72-00 Tools & Supplies							
12681	Decked LLC	INV127456387	gmc/chevy drawer system	10/30/2025	400.00	.00	
Total 02-431-72-00 Tools & Supplies:					400.00	.00	
02-431-75-01 Subdivision Street Signs							
1533	Traffic Safety Supply Co	INV085793	blinker signs	10/28/2025	4,105.10	.00	
Total 02-431-75-01 Subdivision Street Signs:					4,105.10	.00	
02-431-89-00 Safety Equipment							
1123	Norco Inc	43628704660	gloves, safety glasses	10/24/2025	184.15	.00	
Total 02-431-89-00 Safety Equipment:					184.15	.00	
Total STREET DEPARTMENT:					52,915.64	.00	
Total STREET DEPARTMENT:					52,915.64	.00	
STREET LIGHTING FUND							
STREET LIGHTING							
03-431-35-00 Street Light Fund - Power Cost							
779	Idaho Power Co	OCT-2025	Monthly Statement-Street Lighting	10/29/2025	11,550.66	.00	
Total 03-431-35-00 Street Light Fund - Power Cost:					11,550.66	.00	
Total STREET LIGHTING:					11,550.66	.00	
Total STREET LIGHTING FUND:					11,550.66	.00	
CEMETERY FUND							
CEMETERY							
04-442-33-00 Gas & Oil							
9302	Wex Bank	OCT-2025	monthly statement cemetery off r	11/01/2025	26.56	.00	
9302	Wex Bank	OCT-2025	monthly statement: cemetery	11/01/2025	425.73	.00	
Total 04-442-33-00 Gas & Oil:					452.29	.00	
04-442-34-00 Telephone/Internet							
9609	Verizon	OCT-2025	monthly charges - cemetery	11/01/2025	38.73	.00	
Total 04-442-34-00 Telephone/Internet:					38.73	.00	
04-442-35-00 Utilities							
779	Idaho Power Co	OCT-2025	Monthly Statement-Cemetery	10/29/2025	102.80	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 04-442-35-00 Utilities:					102.80	.00	
04-442-36-00 Repairs & Maint - Equipment							
6	A to Z Lumber Co	125517	repair blower	10/29/2025	160.24	.00	
1036	Mountain Home Auto Parts	OCT-2025	Monthly Statement Cemetery	11/01/2025	91.30	.00	
1430	Standard Plumbing Supply Co	ZKYQ21	windex cleaner	10/16/2025	10.58	.00	
Total 04-442-36-00 Repairs & Maint - Equipment					262.12	.00	
04-442-37-00 Repairs & Maint - Trucks							
794	Idaho Transportation Dept	NOV-2025	license plates	11/01/2025	23.00	.00	
1430	Standard Plumbing Supply Co	ZJX236	batteries	10/06/2025	11.58	.00	
Total 04-442-37-00 Repairs & Maint - Trucks					34.58	.00	
04-442-38-00 Portable Service Contract							
8029	United Site Services	114-14148410	portable restroom service - cemet	10/29/2025	135.00	.00	
Total 04-442-38-00 Portable Service Contract					135.00	.00	
04-442-40-00 Repairs & Maint - Bldgs & Grnd							
6	A to Z Lumber Co	125486	o-rings, utility knife	10/21/2025	25.35	.00	
1430	Standard Plumbing Supply Co	ZKW873	w&d seal	10/15/2025	23.98	.00	
1430	Standard Plumbing Supply Co	ZKWD12	w&d seal, caulk	10/15/2025	15.00	.00	
1430	Standard Plumbing Supply Co	ZLMR90	screws, concrete mix	10/22/2025	25.07	.00	
1430	Standard Plumbing Supply Co	ZLMY36	screws	10/22/2025	1.00	.00	
1430	Standard Plumbing Supply Co	ZLRJ56	paint	10/23/2025	6.79	.00	
Total 04-442-40-00 Repairs & Maint - Bldgs & Grnd					67.19	.00	
04-442-72-00 Tools & Supplies							
1036	Mountain Home Auto Parts	OCT-2025	Monthly Statement Cemetery	11/01/2025	25.46	.00	
1430	Standard Plumbing Supply Co	ZJZT28	nuts, bolts, tool holder	10/07/2025	12.73	.00	
1430	Standard Plumbing Supply Co	ZKF934	paint, brush, tool holder, gloves, w	10/09/2025	50.64	.00	
Total 04-442-72-00 Tools & Supplies					88.83	.00	
Total CEMETERY					1,181.54	.00	
Total CEMETERY FUND					1,181.54	.00	
RECREATION FUND							
RECREATION DEPARTMENT							
05-439-10-30 Seasonal Hourly							
12549	Davis, Isla	OCT-2025	fall soccer	10/27/2025	65.00	.00	
Total 05-439-10-30 Seasonal Hourly					65.00	.00	
05-439-33-00 Gas & Oil							
9302	Wex Bank	OCT-2025	monthly statement rec	11/01/2025	543.32	.00	
Total 05-439-33-00 Gas & Oil					543.32	.00	
05-439-34-00 Telephone/Internet							
8078	DataTel	DG-7645	monthly statement -recreation	11/03/2025	104.41	.00	
11989	IRON	5206	monthly statement - Recreation	11/01/2025	25.00	.00	
8636	Level 3 Communications	756679553	monthly statement rec	10/17/2025	21.00	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
9609	Verizon	OCT-2025	monthly charges - recreation	11/01/2025	194.93	.00	
11836	Verizon Connect	380000076939	monthly statement - rec	11/03/2025	95.52	.00	
Total 05-439-34-00 Telephone/Internet:					440.86	.00	
05-439-35-00 Utilities							
779	Idaho Power Co	OCT-2025	Monthly Statement-Rec Dept	10/29/2025	517.77	.00	
Total 05-439-35-00 Utilities:					517.77	.00	
05-439-36-00 Repairs & Maint - Equipment							
203	Boise Office Equipment Inc	IN5080756	monthly contract base rate	10/30/2025	31.95	.00	
Total 05-439-36-00 Repairs & Maint - Equipment:					31.95	.00	
05-439-36-10 Copier Lease							
10610	CIT	48052326	copier lease - rec	10/30/2025	170.68	.00	
Total 05-439-36-10 Copier Lease:					170.68	.00	
05-439-37-00 Repairs & Maint - Auto							
1036	Mountain Home Auto Parts	OCT-2025	Monthly Statement Rec	11/01/2025	14.54	.00	
6353	O'Reilly Auto Parts	3014-104280	oil filter	10/24/2025	7.93	.00	
1610	Wells Fargo Remittance Center	OCT-2025B	Monthly Statement (Rec)	10/28/2025	76.90	.00	
Total 05-439-37-00 Repairs & Maint - Auto:					99.37	.00	
05-439-38-00 Individual Program Expenses							
11306	Capital One	OCT-2025	monthly statement - Rec	10/19/2025	207.72	.00	
1610	Wells Fargo Remittance Center	OCT-2025B	Monthly Statement (Rec)	10/28/2025	165.40	.00	
Total 05-439-38-00 Individual Program Expenses:					373.12	.00	
05-439-38-05 Team Sports							
12679	Castillo, Dalice	NOV-2025	soccer ref	11/03/2025	260.00	.00	
12530	Derosier, Dominic	OCT-2025	soccer ref	10/27/2025	487.50	.00	
12680	Jackson, Cash	NOV-2025	soccer ref	11/03/2025	450.00	.00	
Total 05-439-38-05 Team Sports:					1,197.50	.00	
05-439-40-00 Repairs & Maint - Bldgs & Grnd							
3265	Cintas Corporation	4245040368	sanis bowl clip, refill soap & paper	09/30/2025	95.55	.00	
Total 05-439-40-00 Repairs & Maint - Bldgs & Grnd:					95.55	.00	
05-439-40-10 Janitorial Service & Supplies							
10795	Delgado-Alcantar, Blanca Lidia	OCT-2025	cleaning @ parks & rec office, goo	11/01/2025	600.00	.00	
Total 05-439-40-10 Janitorial Service & Supplies:					600.00	.00	
05-439-42-00 Good Council Hall-Utilities							
779	Idaho Power Co	OCT-2025	Monthly Statement-Good Counsel	10/29/2025	164.03	.00	
Total 05-439-42-00 Good Council Hall-Utilities:					164.03	.00	
05-439-52-00 Supplies							
1610	Wells Fargo Remittance Center	OCT-2025B	Monthly Statement (Rec)	10/28/2025	231.85	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 05-439-52-00 Supplies					231.85	.00	
05-439-53-00 Uniforms/Safety Clothing Items							
1610	Wells Fargo Remittance Center	OCT-2025B	Monthly Statement (Rec)	10/28/2025	10.98	.00	
Total 05-439-53-00 Uniforms/Safety Clothing Items					10.98	.00	
05-439-55-00 Publicity							
12264	US Postal Service	NOV-2025	marketing mail	11/01/2025	2,361.19	.00	
Total 05-439-55-00 Publicity					2,361.19	.00	
05-439-65-00 Repairs & Maint - Swim Pool							
1610	Wells Fargo Remittance Center	OCT-2025B	Monthly Statement (Rec)	10/28/2025	575.00	.00	
Total 05-439-65-00 Repairs & Maint - Swim Pool					575.00	.00	
05-439-78-00 Holiday Breaks for Kids							
1610	Wells Fargo Remittance Center	OCT-2025B	Monthly Statement (Rec)	10/28/2025	360.33	.00	
Total 05-439-78-00 Holiday Breaks for Kids					360.33	.00	
05-439-85-50 Grants-Local awards							
11306	Capital One	OCT-2025	monthly statement - Rec	10/19/2025	250.64	.00	
1610	Wells Fargo Remittance Center	OCT-2025B	Monthly Statement (Rec)	10/28/2025	21.60	.00	
Total 05-439-85-50 Grants-Local awards					272.24	.00	
Total RECREATION DEPARTMENT					8,110.74	.00	
Total RECREATION FUND					8,110.74	.00	
LIBRARY FUND							
LIBRARY							
06-461-31-00 Postage							
11497	Quadient Finance USA, Inc	OCT-2025 LIB	postage supplies	10/01/2025	175.75	.00	
Total 06-461-31-00 Postage					175.75	.00	
06-461-34-00 Telephone/Internet							
8078	DataTel	DG-7645	monthly statement - library	11/03/2025	277.55	.00	
11142	Fatbeam	OCT-2025 LIB	internet service	10/01/2025	201.00	.00	
10162	T-Mobile	OCT-2025 LIB	mobile hotspots	10/01/2025	728.86	.00	
9609	Verizon	OCT-2025	monthly charges - library	11/01/2025	158.76	.00	
Total 06-461-34-00 Telephone/Internet					1,366.17	.00	
06-461-36-00 Repairs & Maint - Equipment							
10443	Allied Business Solutions Inc.	OCT-2025 LIB	datto backup subscription	10/01/2025	1,155.00	.00	
203	Boise Office Equipment Inc	IN5080756	monthly contract base rate	10/30/2025	179.04	.00	
Total 06-461-36-00 Repairs & Maint - Equipment					1,334.04	.00	
06-461-36-10 Equipment Lease							
10610	CIT	48052326	copier lease - library	10/30/2025	348.13	.00	
10771	Quadient Leasing USA, Inc	OCT-2025 LIB	Postage lease	10/01/2025	382.53	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 06-461-36-10 Equipment Lease:					730.66	.00	
06-461-40-00 Repairs & Maint - Bldgs & Grnd							
1430	Standard Plumbing Supply Co	OCT-2025 LIB	building maintenance supplies	10/01/2025	191.10	.00	
1610	Wells Fargo Remittance Center	OCT-2025B	Monthly Statement (Library)	10/28/2025	490.96	.00	
Total 06-461-40-00 Repairs & Maint - Bldgs & Grnd:					682.06	.00	
06-461-40-10 Rep & Maint Bldg /Janitor							
445	Diamond Laundry	OCT-2025 LIB	mat & rag service	10/01/2025	173.50	.00	
10450	Northwest Management Services	OCT-2025 LIB	janitorial service	10/01/2025	2,855.49	.00	
11795	Shinobi Window Cleaning	OCT-2025 LIB	quarterly exterior window cleaning	10/01/2025	235.00	.00	
Total 06-461-40-10 Rep & Maint Bldg /Janitor:					3,263.99	.00	
06-461-43-00 Computer Maintenance/Software							
10596	Springshare, LLC	OCT-2025 LIB	annual digital calendar & appoint	10/01/2025	736.00	.00	
Total 06-461-43-00 Computer Maintenance/Software:					736.00	.00	
06-461-56-00 Meetings, Schools & Dues							
11703	Mann, Jessica	OCT-2025	mileage meals on wheels	10/27/2025	9.38	.00	
Total 06-461-56-00 Meetings, Schools & Dues:					9.38	.00	
06-461-56-50 LYNX Courier Service Dues							
4521	Boise Public Library	OCT-2025 LIB	Qtr 4 lynx courier service	10/01/2025	1,884.00	.00	
Total 06-461-56-50 LYNX Courier Service Dues:					1,884.00	.00	
06-461-76-00 Programming							
1610	Wells Fargo Remittance Center	OCT-2025B	Monthly Statement (Library)	10/28/2025	65.73	.00	
Total 06-461-76-00 Programming:					65.73	.00	
06-461-78-00 Books, Magazines, AV, Software							
4520	Ada Community Library	OCT-2025 LIB	annual lynx overdrive costshare	10/01/2025	1,173.00	.00	
12407	Advantage Archives, LLC	OCT-2025 LIB	periodicals digitized	10/01/2025	333.60	.00	
12514	Cengage Learning Inc / Gale	OCT-2025 LIB	new releases, requests, backorde	10/01/2025	370.89	.00	
813	Ingram Library Sales	OCT-2025 LIB	new releases and requests & bac	10/01/2025	2,255.67	.00	
9767	Midwest Tape, LLC	OCT-2025 LIB	new releases, requests, backorde	10/01/2025	39.99	.00	
12036	Niche Academy, LLC	OCT-2025 LIB	annual database subscription	10/01/2025	2,652.25	.00	
11386	Value Line Publishing, LLC	OCT-2025 LIB	annual database subscription	10/01/2025	2,295.00	.00	
1610	Wells Fargo Remittance Center	OCT-2025B	Monthly Statement (Library)	10/28/2025	297.83	.00	
Total 06-461-78-00 Books, Magazines, AV, Software:					9,418.23	.00	
06-461-78-10 Book Processing Supplies							
5126	EnvisionWare, Inc.	OCT-2025 LIB	RFID tags	10/01/2025	577.00	.00	
Total 06-461-78-10 Book Processing Supplies:					577.00	.00	
06-461-85-10 Coffee Bar Express							
1538	Treasure Valley Coffee Co	OCT-2025 LIB	Coffee shop supplies	10/01/2025	231.63	.00	
1610	Wells Fargo Remittance Center	OCT-2025B	Monthly Statement (Library)	10/28/2025	289.85	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 06-461-85-10 Coffee Bar Express					521.48	.00	
06-461-96-00 Grants							
12568	Mann, Riley	OCT-2025 LIB	teen teach tech instructor	10/01/2025	180.00	.00	
Total 06-461-96-00 Grants					180.00	.00	
Total LIBRARY					20,944.49	.00	
Total LIBRARY FUND					20,944.49	.00	
AIRPORT FUND							
AIRPORT							
07-437-33-00 Gas & Oil							
9302	Wex Bank	OCT-2025	monthly statement: airport	11/01/2025	243.38	.00	
Total 07-437-33-00 Gas & Oil					243.38	.00	
07-437-34-00 Telephone/Internet							
8078	DataTel	DG-7645	monthly statement - airport	11/03/2025	29.34	.00	
11836	Verizon Connect	380000076939	monthly statement - airport	11/03/2025	18.17	.00	
Total 07-437-34-00 Telephone/Internet					47.51	.00	
07-437-35-00 Utilities							
779	Idaho Power Co	OCT-2025	Monthly Statement-Airport	10/29/2025	556.41	.00	
Total 07-437-35-00 Utilities					556.41	.00	
07-437-37-00 Repairs & Maint Truck							
1036	Mountain Home Auto Parts	OCT-2025	Monthly Statement Airport	11/01/2025	312.06	.00	
Total 07-437-37-00 Repairs & Maint Truck					312.06	.00	
07-437-40-00 Repairs & Maint - Bldgs & Grnd							
4533	Dept of Enviromental Quality	20260000066	underground storage tank fee	10/27/2025	132.00	.00	
11016	Prestige Janitorial Co	NOV-2025	cleaning services: airport	11/03/2025	140.00	.00	
Total 07-437-40-00 Repairs & Maint - Bldgs & Grnd					272.00	.00	
07-437-40-10 Airport Manager							
11421	Altitude Aviation Services, LLC	OCT-2025	airport FBO contract services	11/01/2025	4,000.00	.00	
Total 07-437-40-10 Airport Manager					4,000.00	.00	
Total AIRPORT					5,431.36	.00	
Total AIRPORT FUND					5,431.36	.00	
GOLF COURSE FUND							
GOLF COURSE							
24-439-34-00 Telephone/Internet							
8078	DataTel	DG-7645	monthly statement - golf	11/03/2025	46.14	.00	
11989	IRON	5206	monthly statement - Golf Course	11/01/2025	25.00	.00	
8636	Level 3 Communications	756679553	monthly statement: Golf	10/17/2025	14.00	.00	
9609	Verizon	OCT-2025	monthly charges - golf course	11/01/2025	74.98	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 24-439-34-00 Telephone/Internet:					160.12	.00	
24-439-35-00 Utilities							
779	Idaho Power Co	OCT-2025	Monthly Statement-Golf Course	10/29/2025	3,291.42	.00	
Total 24-439-35-00 Utilities:					3,291.42	.00	
24-439-36-00 Repairs & Maint - Equipment							
794	Idaho Transportation Dept	NOV-2025	license plates	11/01/2025	46.00	.00	
Total 24-439-36-00 Repairs & Maint - Equipment:					46.00	.00	
24-439-38-05 Portable Service Contract							
8029	United Site Services	INV-5705218	portable restroom service - desert	10/31/2025	345.00	.00	
Total 24-439-38-05 Portable Service Contract:					345.00	.00	
24-439-38-10 Repairs & Maint - Clubhouse							
11645	ADT Security Services	OCT-2025	security system	11/01/2025	55.75	.00	
11306	Capital One	OCT-2025	monthly statement - Golf	10/19/2025	78.00	.00	
3265	Cintas Corporation	4247431642	mat, soap refill, hand sanitizer, pa	10/22/2025	393.44	.00	
11795	Shinobi Window Cleaning	774060	window cleaning & hard water re	10/27/2025	200.00	.00	
1610	Wells Fargo Remittance Center	OCT-2025B	Monthly Statement (Golf)	10/28/2025	240.00	.00	
Total 24-439-38-10 Repairs & Maint - Clubhouse:					967.19	.00	
24-439-40-20 Irrigation Maintenance							
1382	Silver Creek	0023607405-0	swing joints	10/20/2025	316.61	.00	
1382	Silver Creek	0023607405-0	slip fix sxsp, swing joints	10/23/2025	1,606.02	.00	
Total 24-439-40-20 Irrigation Maintenance:					1,922.63	.00	
24-439-56-00 Meetings, Schools & Dues							
1610	Wells Fargo Remittance Center	OCT-2025B	Monthly Statement (Golf)	10/28/2025	271.82	.00	
Total 24-439-56-00 Meetings, Schools & Dues:					271.82	.00	
24-439-99-25 Pump Replacement Project							
2897	Bideganeta Construction Inc	25035-1	down payment for pump system	10/30/2025	120,681.00	.00	
Total 24-439-99-25 Pump Replacement Project:					120,681.00	.00	
Total GOLF COURSE:					127,685.18	.00	
Total GOLF COURSE FUND:					127,685.18	.00	
WATER MAINTENANCE FUND							
25-346-10-00 Metered Sales							
12683	Nowling, Dominique & Dustin	OCT-2025	refund credit on closed acct 2.04	10/20/2025	7.80	.00	
Total 25-346-10-00 Metered Sales:					7.80	.00	
Total :					7.80	.00	

WATER DEPARTMENT

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
25-434-33-00 Gas & Oil							
9302	Wex Bank	OCT-2025	monthly statement: water off road	11/01/2025	426.56	.00	
9302	Wex Bank	OCT-2025	monthly statement: water	11/01/2025	2,133.81	.00	
Total 25-434-33-00 Gas & Oil:					2,560.37	.00	
25-434-34-00 Telephone/Internet							
8078	DataTel	DG-7645	monthly statement - water	11/03/2025	83.87	.00	
11989	IRON	5206	monthly statement - Water	11/01/2025	25.00	.00	
8636	Level 3 Communications	756679553	monthly statement: water	10/17/2025	21.00	.00	
9609	Verizon	OCT-2025	monthly charges - water	11/01/2025	291.13	.00	
11836	Verizon Connect	380000076939	monthly statement - water	11/03/2025	105.42	.00	
Total 25-434-34-00 Telephone/Internet:					526.42	.00	
25-434-35-00 Utilities							
779	Idaho Power Co	OCT-2025	Monthly Statement-Water	10/29/2025	52,904.84	.00	
Total 25-434-35-00 Utilities:					52,904.84	.00	
25-434-36-00 Repairs & Maint - Equipment							
203	Boise Office Equipment Inc	IN5080756	monthly contract base rate	10/30/2025	15.30	.00	
Total 25-434-36-00 Repairs & Maint - Equipment:					15.30	.00	
25-434-36-10 Copier & Printer Lease							
10610	CIT	48052326	copier lease - water	10/30/2025	168.57	.00	
Total 25-434-36-10 Copier & Printer Lease:					168.57	.00	
25-434-37-00 Repairs & Maint - Trucks							
794	Idaho Transportation Dept	NOV-2025	license plates	11/01/2025	92.00	.00	
1036	Mountain Home Auto Parts	OCT-2025	Monthly Statement Water	11/01/2025	4.47	.00	
Total 25-434-37-00 Repairs & Maint - Trucks:					96.47	.00	
25-434-40-30 Janitorial Service							
11016	Prestige Janitorial Co	NOV-2025	cleaning services: water	11/03/2025	125.00	.00	
Total 25-434-40-30 Janitorial Service:					125.00	.00	
25-434-41-00 Professional Services							
878	Keller Associates	214010-029-02	waterline & roadway improvement	10/15/2025	18,586.10	.00	
878	Keller Associates	214010-031-02	declining balance & tool creation	10/01/2025	334.38	.00	
878	Keller Associates	214010-032-02	development reviews	10/15/2025	1,845.00	.00	
Total 25-434-41-00 Professional Services:					20,765.48	.00	
25-434-43-10 Computer Software							
12420	CivicPlus	348453	dev services new software / repla	08/31/2025	11,408.08	.00	
Total 25-434-43-10 Computer Software:					11,408.08	.00	
25-434-43-20 Computer Support							
285	Casele Inc	INV-12285	monthly contract support	11/01/2025	747.25	.00	
Total 25-434-43-20 Computer Support:					747.25	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
25-434-43-35 SCADA Maint & Software							
10162	T-Mobile	OCT-2025	monthly charges	10/19/2025	85.40	.00	
Total 25-434-43-35 SCADA Maint & Software:					85.40	.00	
25-434-52-00 Supplies							
1430	Standard Plumbing Supply Co	ZMG145	black coup	10/29/2025	2.07	.00	
10843	Strive Workplace Solutions	WO-209104-1	ink cartridge, post its	10/29/2025	7.53	.00	
Total 25-434-52-00 Supplies:					9.60	.00	
25-434-53-00 Uniform/Safety Clothing Items							
12663	King, Dale	AUG & SEP 20	reimburse: clothing	08/15/2025	63.48	.00	
Total 25-434-53-00 Uniform/Safety Clothing Items:					63.48	.00	
25-434-56-00 Meetings, Schools & Dues							
12663	King, Dale	AUG & SEP 20	reimburse: lunches	08/15/2025	34.38	.00	
12663	King, Dale	AUG & SEP 20	reimburse: mileage	08/15/2025	110.44	.00	
12677	Petty Cash	OCT-2025	cash expenditures for CDL drivers	10/24/2025	300.00	.00	
1610	Wells Fargo Remittance Center	OCT-2025B	Monthly Statement (Water)	10/28/2025	372.43	.00	
Total 25-434-56-00 Meetings, Schools & Dues:					817.25	.00	
25-434-72-10 Tools - Maint Department							
12681	Decked LLC	INV127456387	gmc/chevy drawer system	10/30/2025	400.00	.00	
Total 25-434-72-10 Tools - Maint Department:					400.00	.00	
25-434-75-00 Line Repair-Meters & Hardware							
9643	Core & Main	X907542	tees, male adapters, curb stops	10/13/2025	245.63	.00	
Total 25-434-75-00 Line Repair-Meters & Hardware:					245.63	.00	
25-434-75-05 Meter Replacement Program							
9643	Core & Main	X572483	meter registers	10/17/2025	13,976.35	.00	
9643	Core & Main	X948487	water meters	10/17/2025	5,452.84	.00	
Total 25-434-75-05 Meter Replacement Program:					19,429.19	.00	
25-434-85-00 Miscellaneous							
2423	Bell, Tiffany	OCT-2025	Reimburse: cost to test bulk wate	10/30/2025	.10	.00	
Total 25-434-85-00 Miscellaneous:					.10	.00	
25-434-89-00 Safety Equipment							
1610	Wells Fargo Remittance Center	OCT-2025B	Monthly Statement (Water)	10/28/2025	212.60	.00	
Total 25-434-89-00 Safety Equipment:					212.60	.00	
25-434-91-00 Well Preventative Maintenance							
929	Layne Pump & Supply, LLC	112783	remove roof, crane operator, tech	10/31/2025	20,997.30	.00	
Total 25-434-91-00 Well Preventative Maintenance:					20,997.30	.00	
25-434-96-00 Grant-OLDCC DCIP Well #17							
12349	Cascade Enterprises	3747	well #17 pumping facility pay appli	10/20/2025	3,800.00	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 25-434-96-00 Grant-OLDCC DCIP Well #17:					3,800.00	.00	
25-434-96-10 G- Match OLDCC Well #17 ARPA							
878	Keller Associates	214010-025-02	well 17, water mains, roadway & s	10/15/2025	9,831.30	.00	
Total 25-434-96-10 G- Match OLDCC Well #17 ARPA:					9,831.30	.00	
Total WATER DEPARTMENT:					145,209.63	.00	
Total WATER MAINTENANCE FUND:					145,217.43	.00	
WASTEWATER MAINT. FUND							
26-347-10-00 Service Revenue							
12683	Nowling, Dominique & Dustin	OCT-2025	refund credit on closed acct 2 04	10/20/2025	7.61	.00	
Total 26-347-10-00 Service Revenue:					7.61	.00	
Total:					7.61	.00	
WASTEWATER DEPARTMENT							
26-435-33-00 Gas & Oil							
9302	Wex Bank	OCT-2025	monthly statement: waste water	11/01/2025	666.57	.00	
9302	Wex Bank	OCT-2025	monthly statement: waste water o	11/01/2025	19.29	.00	
Total 26-435-33-00 Gas & Oil:					685.86	.00	
26-435-34-00 Telephone/Internet							
8078	DataTel	DG-7645	monthly statement - wastewater	11/03/2025	83.87	.00	
11989	IRON	5206	monthly statement - Wastewater	11/01/2025	25.00	.00	
8636	Level 3 Communications	756679553	monthly statement: waste water	10/17/2025	21.00	.00	
9609	Verizon	OCT-2025	monthly charges - wastewater	11/01/2025	272.39	.00	
11836	Verizon Connect	380000076939	monthly statement - wastewater	11/03/2025	140.32	.00	
Total 26-435-34-00 Telephone/Internet:					542.58	.00	
26-435-35-00 Utilities							
779	Idaho Power Co	OCT-2025	Monthly Statement-Waste Water	10/29/2025	857.03	.00	
Total 26-435-35-00 Utilities:					857.03	.00	
26-435-36-00 Repairs & Maint - Equipment							
203	Boise Office Equipment Inc	IN5080756	monthly contract base rate	10/30/2025	15.30	.00	
1007	Metroquip Inc	P35222	sensor liquid	11/04/2025	101.98	.00	
1036	Mountain Home Auto Parts	OCT-2025	Monthly Statement Waste Water	11/01/2025	71.13	.00	
Total 26-435-36-00 Repairs & Maint - Equipment:					188.41	.00	
26-435-36-10 Copier & Printer (Lease)							
10610	CIT	48052326	copier lease - wastewater	10/30/2025	168.58	.00	
Total 26-435-36-10 Copier & Printer (Lease):					168.58	.00	
26-435-37-00 Repairs & Maint - Trucks							
11463	En Route Tire Service	9202	tire, spin balance, valve stem, dis	10/27/2025	287.65	.00	
794	Idaho Transportation Dept	NOV-2025	license plates	11/01/2025	115.00	.00	
940	Les Schwab Tire Center	10201016097	tire pressure monitoring, dismount	10/23/2025	233.91	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
1036	Mountain Home Auto Parts	OCT-2025	Monthly Statement Waste Water	11/01/2025	7 27	.00	
Total 26-435-37-00 Repairs & Maint - Trucks:					643.83	.00	
26-435-39-05 Repairs & Maint-Lagoons							
4237	AME Electric, Inc.	252081	troubleshoot intermittent fault, lab	11/04/2025	440.00	.00	
Total 26-435-39-05 Repairs & Maint-Lagoons:					440.00	.00	
26-435-40-00 Repairs & Maint - Bldgs & Grnd							
1036	Mountain Home Auto Parts	OCT-2025	Monthly Statement Waste Water	11/01/2025	9 92	.00	
1430	Standard Plumbing Supply Co	ZMH253	toilet, tank, seat, nuts & bolts, wax	10/29/2025	226.31	.00	
1430	Standard Plumbing Supply Co	ZMH479	ss supply	10/29/2025	7 06	.00	
1430	Standard Plumbing Supply Co	ZMH507	ss supply, connector	10/29/2025	1 93	.00	
Total 26-435-40-00 Repairs & Maint - Bldgs & Grnd:					245.22	.00	
26-435-40-10 Repair & Maint - Farm							
684	Hiddleston Drilling & Pump Co	100353833	bailing and/or pump installation, la	10/28/2025	360.00	.00	
Total 26-435-40-10 Repair & Maint - Farm:					360 00	.00	
26-435-40-30 Janitorial Service							
11016	Prestige Janitorial Co	NOV-2025	cleaning services: waste water	11/03/2025	125 00	.00	
Total 26-435-40-30 Janitorial Service:					125 00	.00	
26-435-41-00 Professional Services							
878	Keller Associates	214010-011-02	general wastewater support	10/15/2025	1,936 25	.00	
878	Keller Associates	214010-030-02	lagoon cell 10	10/15/2025	24,113.00	.00	
878	Keller Associates	214010-031-02	declining balance & tool creation	10/01/2025	334 37	.00	
878	Keller Associates	214010-032-02	development reviews	10/15/2025	1,845 00	.00	
Total 26-435-41-00 Professional Services:					28,228.62	.00	
26-435-43-00 Computer Maintenance							
5969	Dell Marketing L.P.	10845214068	laptop, docking station	10/30/2025	1,412 38	.00	
Total 26-435-43-00 Computer Maintenance:					1,412 38	.00	
26-435-43-10 Computer Software							
12420	CivicPlus	348453	dev services new software / repla	08/31/2025	11,408 08	.00	
Total 26-435-43-10 Computer Software:					11,408 08	.00	
26-435-43-20 Computer Support							
285	Caselle Inc	INV-12285	monthly contract support	11/01/2025	747 25	.00	
Total 26-435-43-20 Computer Support:					747 25	.00	
26-435-43-35 SCADA Maint & Software							
10162	T-Mobile	OCT-2025	monthly charges	10/19/2025	85 40	.00	
Total 26-435-43-35 SCADA Maint & Software:					85.40	.00	
26-435-52-00 Supplies							
9643	Core & Main	X919789	upside down paint	10/17/2025	367 92	.00	
10843	Strive Workplace Solutions	WO-209104-1	ink cartridge, post its	10/29/2025	7 52	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
8439	USA BlueBook	INV00858377	calibration, buffer pack	10/16/2025	126.73	.00	
Total 26-435-52-00 Supplies:					502.17	.00	
26-435-53-00 Uniform/Safety Clothing Item							
12663	King, Dale	AUG & SEP 20	reimburse: clothing	08/15/2025	63.48	.00	
1123	Norco Inc	43629344360	gloves	10/24/2025	24.12	.00	
Total 26-435-53-00 Uniform/Safety Clothing Item:					87.60	.00	
26-435-56-00 Meetings, Schools & Dues							
11462	Curtis, Chris	OCT-2025B	reimburse: cost for cdl test for em	10/27/2025	300.00	.00	
12627	Gunther, Jared	NOV-2025	reimburse: CDL license	10/30/2025	60.00	.00	
12663	King, Dale	AUG & SEP 20	reimburse: mileage	08/15/2025	110.43	.00	
12663	King, Dale	AUG & SEP 20	reimburse: lunches	08/15/2025	34.39	.00	
12677	Petty Cash	OCT-2025	cash expenditures for CDL drivers	10/24/2025	300.00	.00	
1610	Wells Fargo Remittance Center	OCT-2025B	Monthly Statement (Waste Water)	10/28/2025	372.45	.00	
Total 26-435-56-00 Meetings, Schools & Dues:					1,177.27	.00	
26-435-72-10 Tools-Maint Dept							
12681	Decked LLC	INV127456387	gmc/chevy drawer system	10/30/2025	400.00	.00	
Total 26-435-72-10 Tools-Maint Dept:					400.00	.00	
26-435-84-00 Water Samples							
9294	Water Dynamics, LLC	36798	water samples	10/26/2025	3,393.00	.00	
Total 26-435-84-00 Water Samples:					3,393.00	.00	
Total WASTEWATER DEPARTMENT:					51,698.28	.00	
Total WASTEWATER MAINT. FUND:					51,705.89	.00	
SANITATION FUND							
27-345-10-00 Collection for Service							
12683	Nowling, Dominique & Dustin	OCT-2025	refund credit on closed acct 2.04	10/20/2025	5.22	.00	
Total 27-345-10-00 Collection for Service:					5.22	.00	
Total :					5.22	.00	
SANITATION DEPARTMENT							
27-433-43-00 Computer Maintenance/Software							
285	Caselle Inc	INV-12285	monthly contract support	11/01/2025	747.25	.00	
Total 27-433-43-00 Computer Maintenance/Software:					747.25	.00	
Total SANITATION DEPARTMENT:					747.25	.00	
Total SANITATION FUND:					752.47	.00	
TAP DEPOSIT FUND							
46-202-03-00 Tap Deposit Payable							
12682	Morris, Rhiannon	OCT-2025	refund deposit credit on closed ac	10/27/2025	38.06	.00	
12684	Payne, Riley	OCT-2025	refund deposit credit on closed ac	10/31/2025	11.98	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
12685	Ticer, Stacey	NOV-2025	refund deposit - customer never m	10/28/2025	75.00	.00	
Total 46-202-03-00 Tap Deposit Payable					125.04	.00	
Total					125.04	.00	
Total TAP DEPOSIT FUND					125.04	.00	
Fiber Optic Fund							
Fiber Optic Fund Construction							
50-434-33-00 Gas & Oil							
9302	Wex Bank	OCT-2025	monthly statement: fiber	11/01/2025	965.43	.00	
9302	Wex Bank	OCT-2025	monthly statement: fiber off road	11/01/2025	311.30	.00	
Total 50-434-33-00 Gas & Oil					1,276.73	.00	
50-434-34-00 Telephone/Internet							
9609	Verizon	OCT-2025	monthly charges - fiber	11/01/2025	154.92	.00	
11836	Verizon Connect	380000076939	monthly statement - Fiber	11/03/2025	18.16	.00	
Total 50-434-34-00 Telephone/Internet					173.08	.00	
50-434-35-00 Utilities							
779	Idaho Power Co	OCT-2025	Monthly Statement-Fiber Building	10/29/2025	248.16	.00	
Total 50-434-35-00 Utilities					248.16	.00	
50-434-35-25 SaaS-Monthly subscription							
11989	IRON	5207	L2VPN-000	11/01/2025	750.00	.00	
11989	IRON	5208	monthly overage	11/01/2025	439.49	.00	
Total 50-434-35-25 SaaS-Monthly subscription					1,189.49	.00	
50-434-37-00 Repairs & Maint-Equipment							
8936	AutoZone	04127859283	transmission fluid, fuel cleaner	10/29/2025	18.49	.00	
794	Idaho Transportation Dept	NOV-2025	license plates	11/01/2025	46.00	.00	
6353	O'Reilly Auto Parts	3014-104905	antifreeze	10/28/2025	324.99	.00	
6353	O'Reilly Auto Parts	3014-104925	transmission fluid	10/28/2025	11.99	.00	
Total 50-434-37-00 Repairs & Maint-Equipment					401.47	.00	
50-434-52-00 Supplies							
12523	Adams Cable Equipment, Inc.	2025-81555	fiber patch panels, freight	10/27/2025	413.00	.00	
10979	FS. Com Inc	CN102509060	fiber pigtail	09/06/2025	111.72	.00	
10979	FS. Com Inc	IN1025110100	fiber patch cable	11/01/2025	411.60	.00	
1430	Standard Plumbing Supply Co	ZLGG86	cable bundler, utility blade, junctio	10/20/2025	33.57	.00	
1430	Standard Plumbing Supply Co	ZMDR54	battery, drill bit	10/28/2025	26.98	.00	
1430	Standard Plumbing Supply Co	ZMKP55	tee, teflon tape	10/30/2025	5.93	.00	
Total 50-434-52-00 Supplies					779.36	.00	
50-434-55-00 Printing & Publications							
1610	Wells Fargo Remittance Center	OCT-2025B	Monthly Statement (Fiber)	10/28/2025	367.69	.00	
Total 50-434-55-00 Printing & Publications					367.69	.00	
50-434-86-25 LID#1							
779	Idaho Power Co	0062705848	damage claim	10/09/2025	453.39	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 50-434-86-25 LID#1:					453.39	.00	
Total Fiber Optic Fund Construction:					4,889.37	.00	
Total Fiber Optic Fund:					4,889.37	.00	
Grand Totals:					531,417.57	.00	

Dated: _____

Mayor: _____

City Council: _____

City Clerk: _____

City Treasurer: _____

Report Criteria:

Invoices with totals above \$0 included

Paid and unpaid invoices included

NOTICE OF PUBLIC HEARING

The Mountain Home City Council will hold a Public Hearing at its regular meeting on December 9, 2025, at 5:00 p.m., in the City Council Chambers, 160 South 3rd East, Mountain Home, Idaho. The purpose of the hearing is to obtain citizen input and public comment on the following Fiber Optic Fees to become effective as of December 10, 2025.

FIBER SECTION 1 – Fiber Optic Department Fees:

The monthly fiber optic utility rates listed below will take effect upon connection to the City of Mountain Home's fiber optic systems as follows:

1. FIBER OPTIC FEES.

The fees for the City of Mountain Home Fiber Optics are hereby established to be effective November ____, 2025, as follows:

Fiber Section 1-A: Monthly Maintenance and Operations Rates

- | | | |
|----|-----------------------|---------|
| 1. | 1 GBPS Monthly Rate: | \$17.50 |
| 2. | 10 GBPS Monthly Rate: | \$29.50 |

Fiber Section 1-B: Fiber Equipment, Materials, and Infrastructure Fees

- Equipment, materials, and infrastructure sold to or purchased by private companies or individuals for the installation of Mountain Home Fiber: Fee/Price = Cost paid by the City of Mountain Home plus 10%.

Fiber Section 1-C: Disconnect/Reconnect

- There is no cost to disconnect from the utility, thus terminating the service and monthly utility fees (the infrastructure fee will still be required if not paid in full).
- Reconnection will incur a \$45.00 reconnection fee, in addition to any necessary replacement or upgrade costs.

Fiber Section 1-D: Colocation Services

- | | | |
|----|---|------------------|
| 1. | First Rack Unit (RU) w/120v & HVAC: | \$350.00 Monthly |
| 2. | Additional RU: | \$50.00 Monthly |
| 3. | Colocation Credit for Portal Providers: | \$250.00 Monthly |

Jumper(S) shall be supplied and replaced, if necessary, by the tenant. There is no monthly rent or fee for jumper(s) supplied and maintained by the renter. The following one-time fees apply when jumper(s) are placed or removed.

- | | | | | | |
|----|-------------------------|----------|----------|-----|--------------------|
| 1. | Outside Business Hours: | \$150.00 | one-time | fee | when placed/moved. |
| 2. | During Business Hours: | \$75.00 | one-time | fee | when placed/moved. |

Fiber Section 1-E: Fiber Connection and Installation Fees

- Connection to Fiber Utility \$3,600.00 plus \$20.00 (~~\$36.00~~) per additional foot beyond 100 feet from the connection point (*This fee is paid by the property owners who choose not to participate in the Local Improvement District (LID) for their area.*)
- Installation Inspection Fee (all new fiber services): \$90.00 per connection & includes four inspections:
 - 1st Inspection – Trench Trunk Line Conduit Inspection (done prior to trench closure)
 - 2nd Inspection - Fiber Service Line Inspection
 - 3rd Inspection – Rough-in Inspection
 - 4th Inspection – Final Inspection (final fiber connection setup & Inspection)
- Inspection Hourly Fee (all new fiber services) \$60.00

4. Developer Fee (DEV. Agreement) \$2,400.00
5. ~~Residential Developer Fee (Dev. Agreement) \$1,195.00 per address, incl. <100' ¾" conduit~~
6. ~~Commercial Developer Fee (Dev. Agreement) \$1,495.00 per address~~

Fiber Section 1-F: Fiber Rates will be reviewed annually and adjusted as required based on material costs and inflation rates.

Anyone who wishes to comment, but is unable to attend the hearing, may submit written comments prior to the meeting. The City of Mountain Home will provide for reasonable accommodations for persons with disabilities. Address comments or requests for accommodations to City Clerk, P.O. Box 10, Mountain Home, ID 83647

Tiffany Belt , City Clerk
First Publication: November 26, 2025
Second Publication: December 3, 2025

AIRPORT HANGAR LAND LEASE

LEASE, made this _____ day of November, 2025, between the CITY OF MOUNTAIN HOME, IDAHO, a municipal corporation of the County of Elmore, State of Idaho, hereinafter designated as the "CITY", and NJF HOLDINGS, LLC, of (Address) _____, hereinafter designated as the "LESSEE";

IN CONSIDERATION OF the covenants and agreements herein mentioned to be kept and performed by the Lessee, the City has and by these presents does lease, let and demise unto the said Lessee, the real property located in the County of Elmore, State of Idaho, at the Mountain Home Municipal Airport listed as Row B, Lot #9 and particularly described in "Exhibit A" which is attached hereto and by this reference made a part hereof pursuant to the terms and conditions contained in the Lease.

1. TERM: The term of this lease shall be for a period of 20 years. The initial term of this lease shall commence on the 1st day of January, 2026, and shall end on the 31st day of December, 2046. Subsequent terms of this lease shall continue from January 1 through December 31 of each year thereafter, through December 31st, 2046 subject to termination as provided herein.

2. RENT: The beginning base annual rent of \$2,044.32 based upon the current terms of the assignment of the previous lease agreement date September 11, 2024. The Lessee shall pay to the City as rent for the period beginning (1) year period beginning January 1, 2026, through December 31, 2046, plus any percentage increase or decrease in the Consumer Price Index as provided in paragraph 3 below.

3. ADJUSTMENT OF RENT: The annual rent payable for each year of this lease beginning January 1, 2026, shall be due and payable on or before January 1 of each year of this lease. The base annual rent shall be increased or decreased starting January 1, 2026, in an amount equal to the percentage increase or decrease in the United States Department of Labor, Bureau of Labor Statistics, Consumer Price Index, All Urban Consumers, All Items, U. S. City Average, for the previous year. Any increase in the annual rent shall not exceed a ten per cent

(10%) increase over the previous year.

4. **USE OF PREMISES:** The Lessee shall use the demised premises solely for the purpose of constructing and maintaining a hangar for the storage of at least one U.S. Registered Aircraft and Aircraft related items. This lease shall, however, be subordinate to the provisions of any existing or future agreements between the City and the United States of America or State of Idaho, 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 or State funds for the development of the airport. The Lessee shall comply with all ordinances of the City of Mountain Home, all laws of the State of Idaho, all rules and regulations of the Federal Aviation Administration and the rules and regulations of any other State or Federal agency.

5. **CONSTRUCTION OF HANGAR:** It is understood that the Lessee is leasing the demised premises from the City for the sole purpose of constructing a hangar for the storage of at least one U.S. Registered Aircraft and Aircraft related items. The Lessee shall not construct a hangar until the plans, specifications and color scheme for said hangar and the location thereof have been approved by the City's Director of Public Works or Engineer, Building Official and Council. Any hangar constructed on the demised premises shall comply with applicable Federal, State and local requirements, including the then current version of the International Building Code as adopted by the City of Mountain Home. The Lessee shall not make any alterations to the hangar to be constructed by him without first obtaining the consent of the City's Director of Public Works or Engineer, Building Official and Council.

6. **COVENANT TO CONSTRUCT HANGAR:** The Lessee covenants and agrees with the City that he will complete construction of a hangar as provided for herein for the storage of an airplane on the demised premises within one year from the date of this lease. If the construction of such hangar is not completed within one year from the date of this lease, then this lease shall automatically terminate and the Lessee shall immediately and peaceably vacate the demised premises.

7. **MAINTENANCE OF PREMISES:** The Lessee shall, at his own expense, keep and maintain the demised premises and any hangar constructed thereon in a good state of repair and in a clean and presentable condition at all times and promptly abate any nuisance which may arise or exist on the premises, and in addition to maintaining the demised premises and any hangar constructed thereon, the Lessee shall maintain the strip of land located between the taxiway in front of the demised premises and the demised premises. The Lessee shall keep said strip of land free and clear of all debris and weeds. If the Lessee does not maintain said strip of land free and clear of all weeds and debris, the City may perform such work and the Lessee shall immediately pay to the City a reasonable fee for its services.

8. **NO ADVERTISING:** No signs, posters or similar devices shall be erected, displayed or maintained on the demised premises without the prior written approval of the City.

9. **TAXES AND ASSESSMENTS:** The Lessee shall pay and discharge all taxes and assessments levied or assessed on the improvements and personal property located on the demised premises.

10. **UTILITIES:** All utility charges incurred by the Lessee in connection with his occupancy of the demised premises shall be paid by the Lessee.

11. **NO ASSIGNMENT OR SUBLEASE WITHOUT PERMISSION:** The Lessee shall not assign this lease nor sublet any portion of the demised premises without first obtaining the written consent of the City, which consent shall not be unreasonably withheld.

12. **FREE ACCESS OF CITY:** The City or any of its agents or employees shall have the right of free access to said premises at all reasonable times for the purpose of inspecting the premises to determine whether or not the Lessee is complying with the provisions of this lease.

13. **REMOVAL OF IMPROVEMENTS:** At the expiration or sooner termination of this lease, providing that the Lessee is not in default under any of the provisions of this lease, the Lessee may remove any buildings or structures placed upon said premises, providing the same can be removed without material damage to the demised premises. In such event, the Lessee will fill in any excavation and restore said premises to as good a condition as they now are.

14. INDEMNITY: Lessee shall be responsible and liable for, and shall indemnify the City against any and all damages to property or for injury or death of persons arising or in any manner occasioned by the Lessee in his use and occupancy of the demised premises, and shall promptly pay any judgment therefor. The Lessee shall also hold the City harmless from liens of every kind or nature and for claims of damages resulting from any acts of the Lessee in connection with his occupancy of the demised premises.

15. HOLDING OVER: The failure of the Lessee to surrender the demised premises as provided herein and the subsequent holding over by Lessee, with or without the consent of the City, shall result in the creation of a tenancy from month to month at a monthly rental of one-twelfth of the annual rent then being paid, payable monthly in advance during the month-to-month tenancy. This provision does not give the Lessee any right to hold over at the expiration of any term. All other terms and conditions of this lease shall remain in full force and effect during any month-to-month tenancy hereunder.

16. COMPLIANCE WITH ENVIRONMENTAL LAWS AND INDEMNITY OF CITY: The Lessee shall comply with all health, safety, sanitation and environmental laws, rules and regulations of appropriate governmental agencies affecting the use and occupancy of the premises for the uses herein specified. The Lessee assumes all environmental liabilities caused by Lessee during the term of this lease arising under the Comprehensive Environmental Response, Compensation and Liability Act, as amended from time to time, the Resource Conservation and Recovery Act, as amended from time to time, and the Toxic Substances Control Act, as amended from time to time, together with any and all similar State and Federal laws and agrees to indemnify and hold the City harmless therefor.

17. RESTRICTION AGAINST LIENS: Lessee shall pay and settle all expenses and liabilities incurred by him arising out of or in any way connected with any of the construction, repairs, alterations or maintenance of any and all improvements thereon free and clear of all liens of mechanics or materialmen, and all liens of a similar character, arising out of or growing out of the construction, repair, alteration or maintenance of such improvements.

18. NO WAIVERS: Time is of the essence of this lease and the payment of the rent hereby reserved and of every term, covenant and condition herein contained. Any extensions or indulgences granted by the City in the performance of any of the terms hereof shall not be construed as a waiver of the City's right to insist upon prompt and strict performance thereafter. No waivers or modifications of this lease shall be binding unless made in writing and subscribed by the parties hereto.

19. TERMINATION OF LEASE ON CONDEMNATION. In the event that the whole or any part of the demised premises or the whole or any part of the improvements thereon shall be taken by the action of public authorities, then this lease shall terminate as of the date title to the demised premises passed to the condemning authority. For the purpose thereof, such date of vesting in the condemner terminating this lease shall operate as though it were the date originally intended by the parties for the expiration of the tenancy created hereunder. Any rent paid in advance to the City by the Lessee shall be refunded to the Lessee on a pro rata basis.

In the event of such total or partial condemnation, Lessee shall have the right to remove all improvements placed by him on the demised premises as heretofore provided for such removal at the expiration of this lease; or if the improvements may not be so moved, then the Lessee may receive from the body or authority taking the property the value of such improvements as under the terms of this Lease might have been removed, as personal property and not as part of the real estate, and in no event shall Lessee receive a portion of any award made to the City, but Lessee's sole rights shall be limited to a separate claim for the value of the aforementioned improvements as personal property.

20. TERMINATION OF AGREEMENT BY CITY: The City may terminate this agreement upon one year's prior written notice to Lessee.

21. REMEDIES FOR DEFAULT: If default be made in the payment of the rent hereby reserved or any part thereof, or in the performance of any of the other terms and conditions hereof, then the City shall first give the Lessee thirty days' notice in writing specifying wherein the Lessee has failed to comply with this lease and which said notice may be

delivered to the Lessee personally or sent to him by registered or certified mail, addressed to him at his last known address. If sent by mail, said notice shall be deemed served upon the Lessee upon the date it is deposited in the United States mail with postage prepaid, certified or registered and addressed as above mentioned. If the Lessee fails to correct such default within said thirty-day period, then the City may re-enter and retake possession of the demised premises, with or without process of law, and may remove the Lessee from said premises, and the Lessee agrees that in case of such default he will immediately deliver up peaceful possession of the demised premises to the City upon demand. The Lessee agrees that in case of his default in complying with the terms hereof, and at the time of surrendering possession of said premises, he will pay to the City any damages sustained by the City as a result of his failure to comply with the terms hereof.

22. ATTORNEY FEES: In the event it becomes necessary for the City to place this lease in the hands of an attorney for enforcement of its rights hereunder after default of the Lessee or to institute legal proceedings for enforcement of its rights hereunder, then the Lessee agrees in such case to pay any reasonable attorney's fee incurred by the City, in addition to other damages allowed by law.

23. HEIRS, SUCCESSORS AND ASSIGNS: Except as provided in paragraph 11 above, the terms and conditions of the lease shall extend to and be binding upon the heirs, administrators, successors, executors and assigns of the respective parties hereto.

IN WITNESS WHEREOF, the parties have hereunto set their hands the day and year in this lease first above written.

Signature Pages to follow

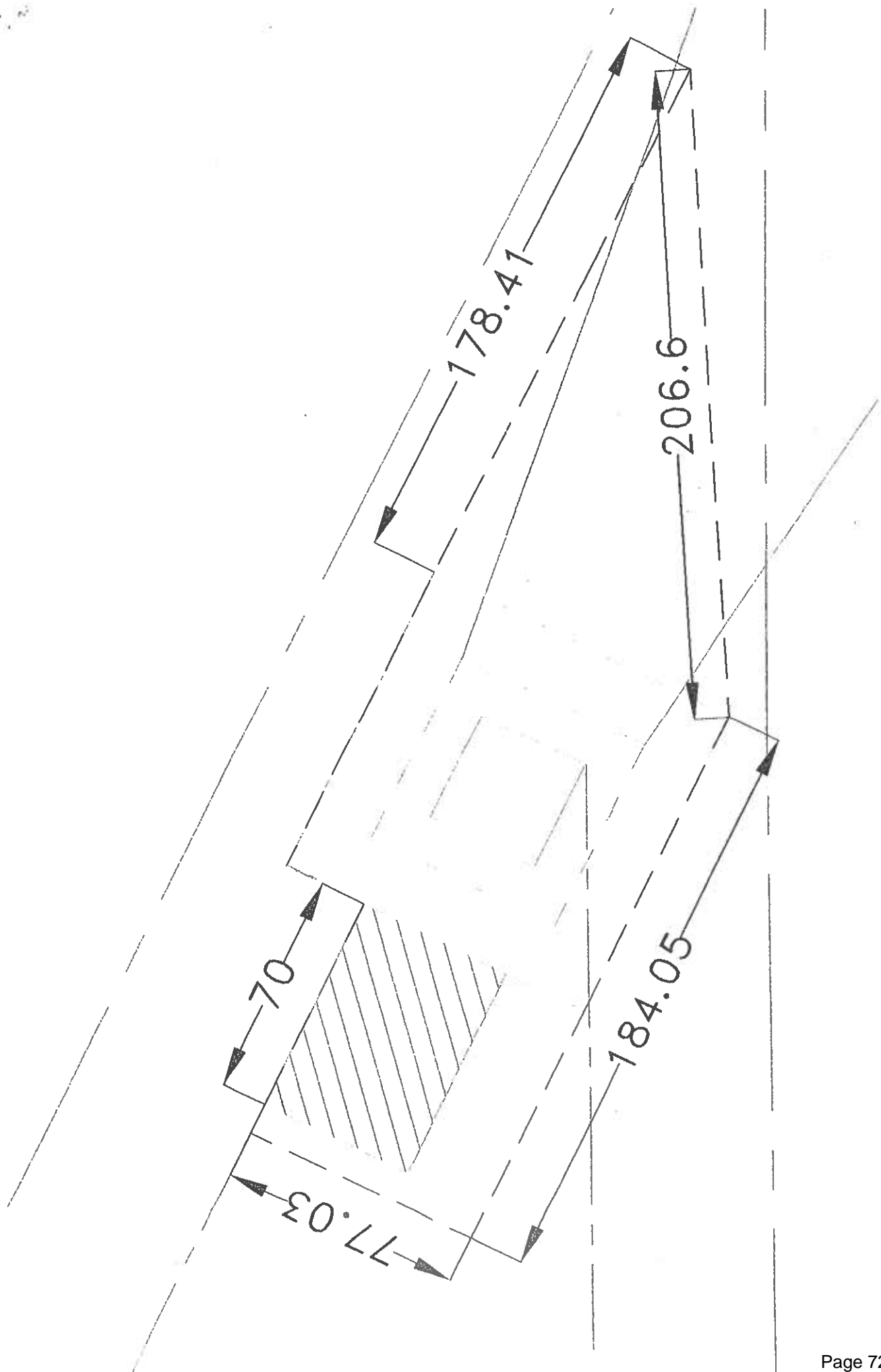
Page 70 of 200

LESSEE.

STATE OF IDAHO,)
) ss.
COUNTY OF _____)

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 _____, ID
My commission expires:





ADDENDUM 1

OVERVIEW

1. Project Background and Description

i Purpose: Complete Master Facilities and Comprehensive Financial plans.

Comprehensive roadmap helping to align and create synergy within departments to better illustrate available resources and how to best utilize them, prioritize current and future needs, and identify opportunities and challenges.

City leadership has expressed an interest in:

- An analysis of the current state of City facilities
- Identifying needs and best use of City facilities and land
- Developing a plan for leadership to best serve the current and future needs of the City

Involved parties:

- TBD with City prior to starting the project.

2. Project Scope

i Master Facility and Comprehensive Financial Planning:

1. Initiation: Project logistics, campus tours, review existing documentation, leadership summit (citizens' committee).
2. Analysis: Departmental interviews, facility & site analysis, review & confirm demographic analysis; financial, economic, and cost forecasts; operational analysis.
3. Testing: Functional space programming; campus and building scenarios; preliminary cost estimates; comparative evaluations.
4. Recommendations: Preferred scenario with funding & financing options; study documentation; present results to decision-making body; refine plans based on feedback.
5. Implementation: Implementation guidance; capital investment plan; comprehensive financial planning process; identify funding gaps; provide financial strategies including bonding and other financing opportunities.
6. Other services to be provided as needed to complete this scope of services.

3. High-Level Requirements

i City staff will provide Clearwater Financial Staff with:

- Finalized list of properties to be analyzed
- Building plans for all facilities
- List of sites and timeline for site tour
- List of employees to be interviewed
- List of external stakeholders to interview
- List of members for Citizens' Committee
- Pertinent financial documents, processes, procedures, and priorities



- Approval of public engagement deliverables

City staff will engage with Clearwater staff throughout the process by:

- Supplying the names and contact information of key individuals that will serve as project owners at City
- Approving scope and work deliverables
- Attending meetings as scheduled
- Scheduling meetings with key individuals and or at key locations
- Reviewing and approving information as needed to complete the project

4. Deliverables



Master Facility Plan

Final plan and report for all departments and five (5) main facilities on SCHEDULE A. to include:

- Current analysis of facilities conditions
- Current analysis of space needs
- Forecasted analysis of conditions and space needs looking forward 20 years
- Recommended plans to address current and forecasted needs:
- Scenarios to potentially include: Building, remodeling, or adding on maintain etc.

Comprehensive Financial Planning

Future forward financial report to include:

- Outlining commitment needed by municipality to meet facility plan
- Recommended financial strategies to accomplish this plan

5. Affected Parties



Interviews and interactions verbally, through email, and in-person during facility space evaluations:

- Internal Stakeholders: City elected officials and department heads (Mayor, Clerk, Treasurer, etc.) (5) elected offices, (10) departments
- 10-15 external stakeholders: Examples may include: prominent citizens of the city, employers, other municipal leaders.
- 5-7 Citizens' Committee Members: Community members that represent a broad demographic cross-section of the City. Examples may include: Prominent businesswoman that is also on the school board, civic club leader that is also involved in the chamber of commerce.

6. Affected Business Processes or Systems



Project leads:

- Attend regularly scheduled meetings
- Assist in information gathering
- Provide needed City information
- Help to facilitate and/or set up applicable tours, meetings, and related activities
- Review, approve, and post applicable public engagement information
- Help to determine stakeholders to interview and members for the citizens' committee
- Schedule check-in meetings between Clearwater and the City
- Financial processes: planning, budgeting, prioritizing
- Building development and maintenance: accompany on campus tours, private information when needed

7. Specific Exclusions from Scope



The following facilities will be cataloged but will not have a formal analysis completed.

- TBD based on conversations with the City



8. High-Level Timeline/Schedule



The project will be conducted in phases, with specified timelines and deliverables for each. Each phase builds upon the previous, culminating in an overall final report with a presentation and recommendations.

Master Facility Plan: Clearwater Financial will research, conduct interviews, supply data, and deliver final report(s) with recommendations to City at end of this part of the project.

Comprehensive Financial Plan: Clearwater Financial will research, conduct interviews, supply data, and deliver final report(s) with recommendations to City in conjunction with the Master Facility Plan report.

Project Start Date: TBD

Project Completion Date: Project will take approximately 12-14 months from execution of the addendum. Project timeline will depend largely on the availability of City staff and information and the availability of stakeholders and citizens' committee members.

9. Cost



Master Facility and Comprehensive Financial Planning: \$119,250; proposal is firm if approved by 11/30/25.

Other Costs: If expenses such as travel, meals, communications, print, software, data sources, and other out-of-pocket expenses are required; these costs will be paid by the City to CWF.



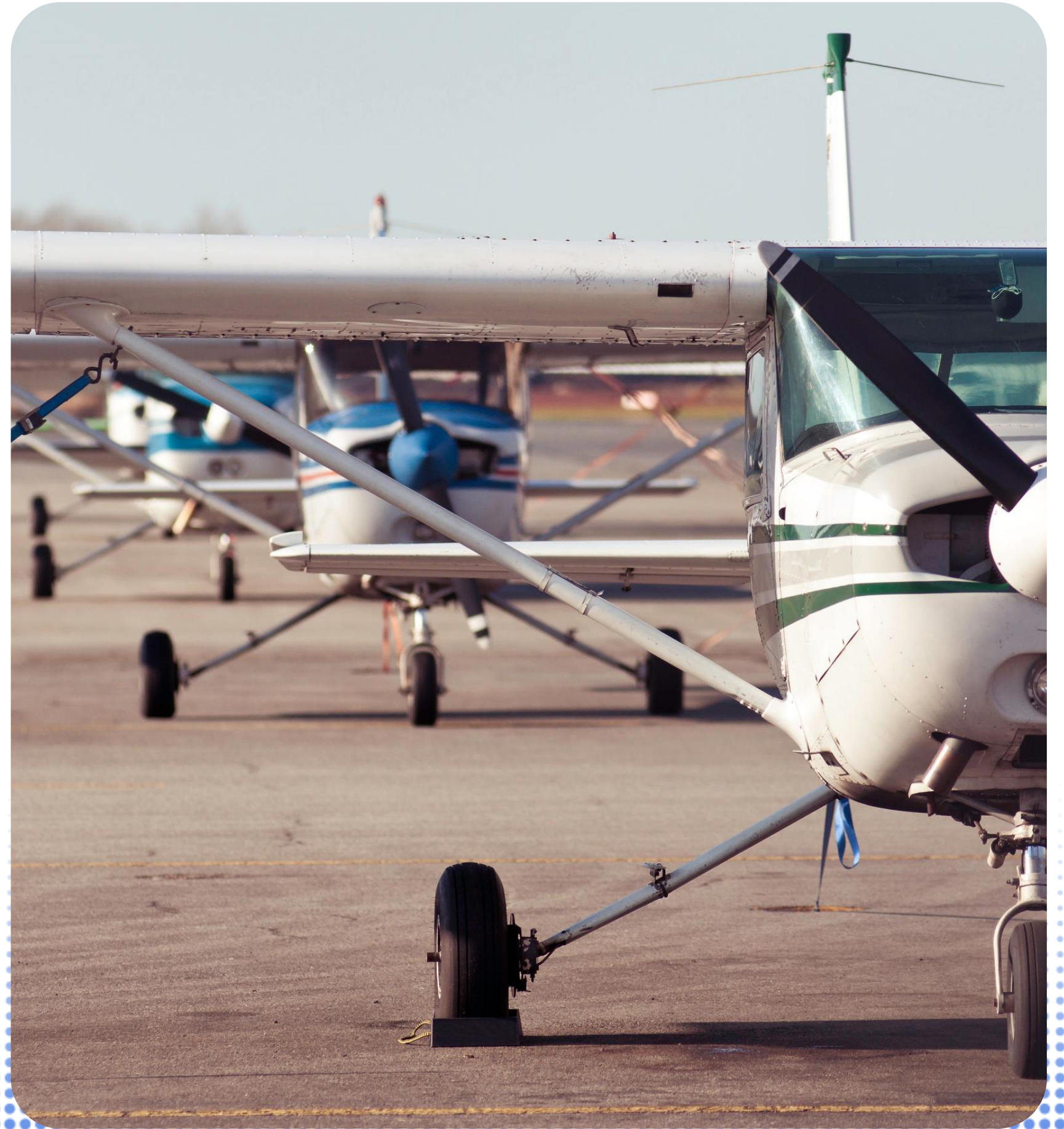
SCHEDULE A.

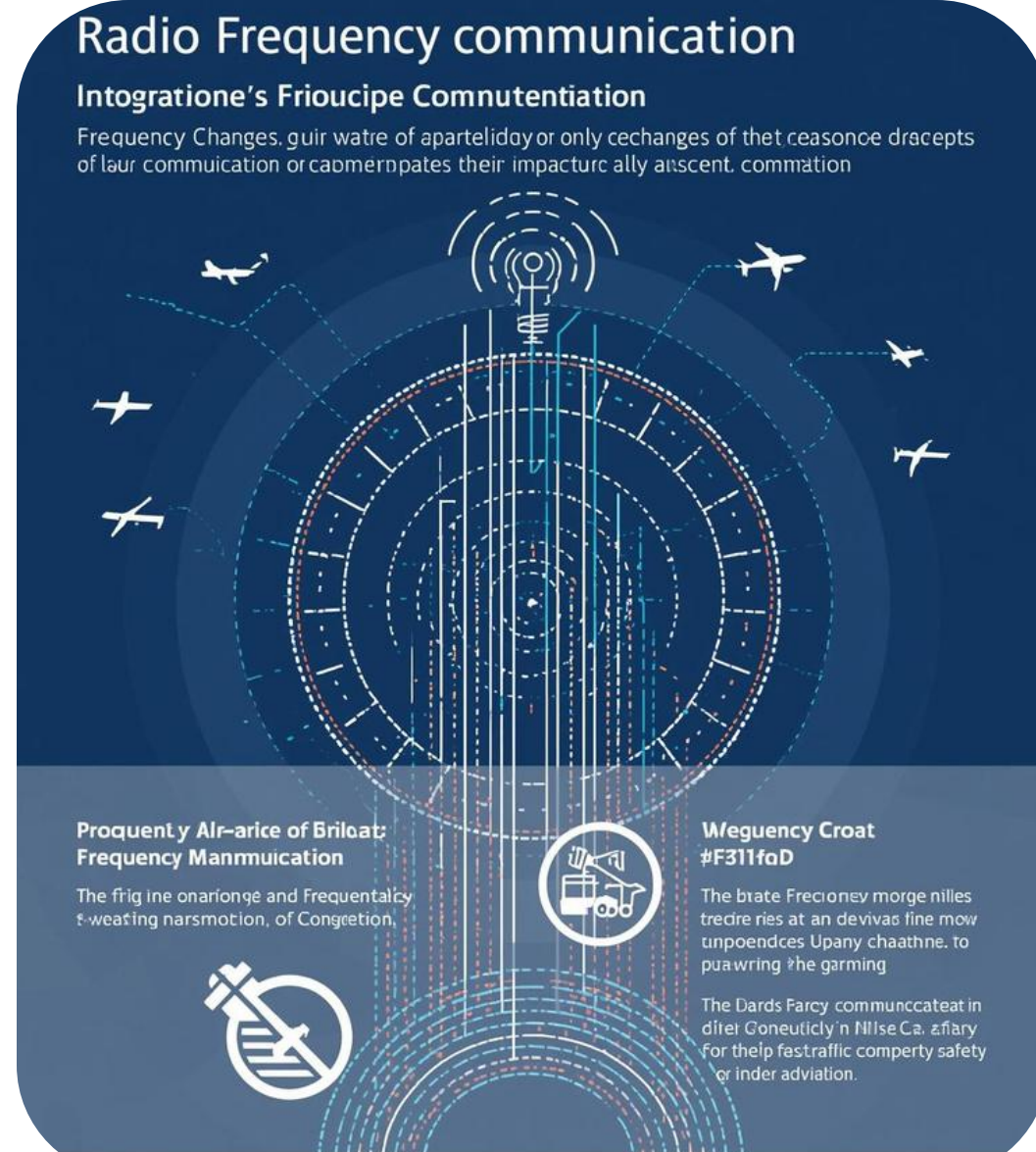
LIST OF FACILITIES TO BE FORMALLY ANALYZED:

1. City Hall - 160 S 3rd E St, Mountain Home, ID 83647
2. Fire - 220 S 2nd E St, Mountain Home, ID 83647
3. Police - 2775 E 8th N, Mountain Home, ID 83647
4. Public Works - 1150 S Main St, Mountain Home, ID 83647
5. Parks & Recreation - 795 S 5th W St, Mountain Home, ID 83647

UNICOM Frequency Change Breif

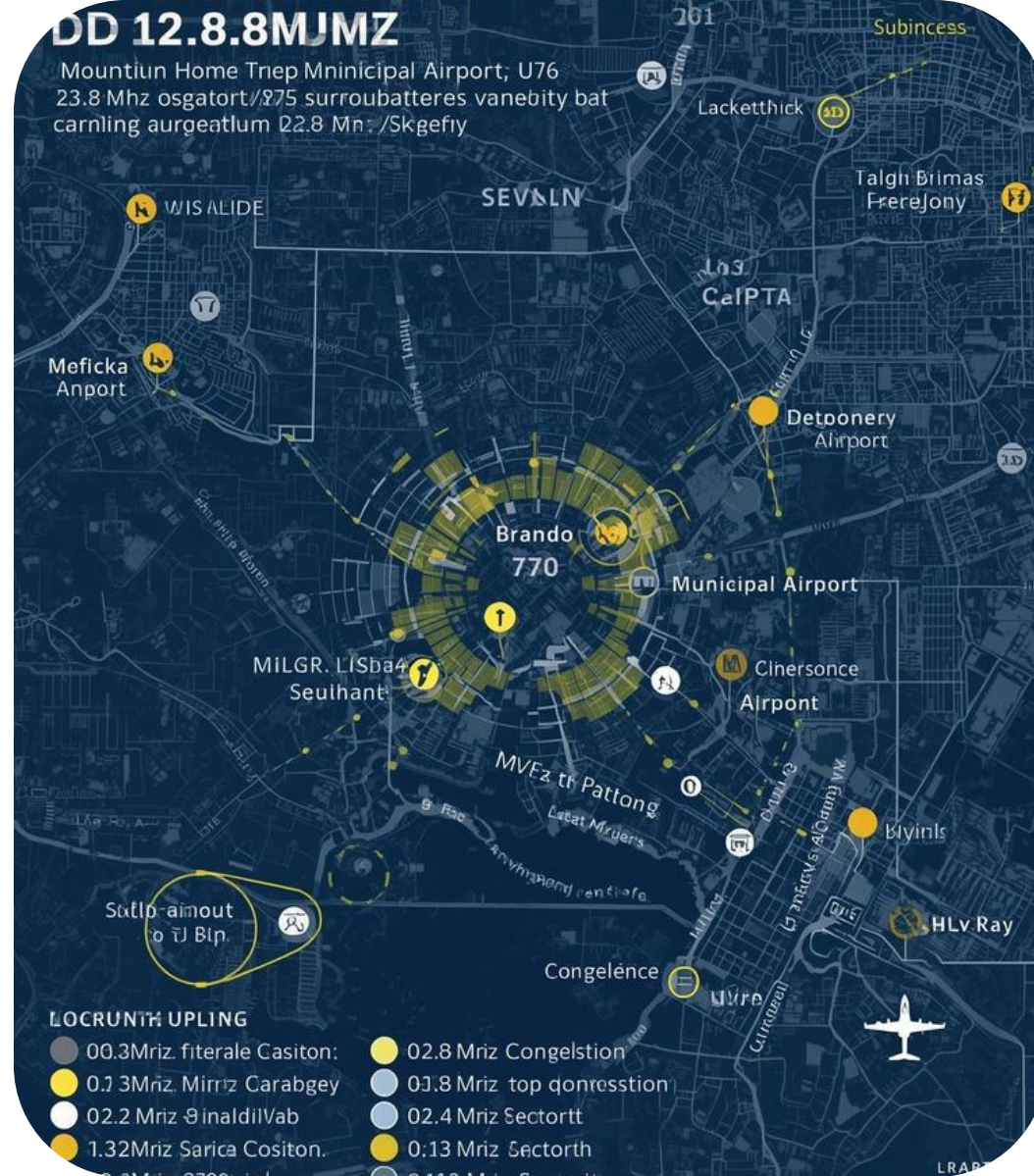
Presented by Airport Advisory Committtee





Purpose of Frequency Change

Evaluate the **benefits and drawbacks** of changing the frequency to enhance communication and safety at U76.

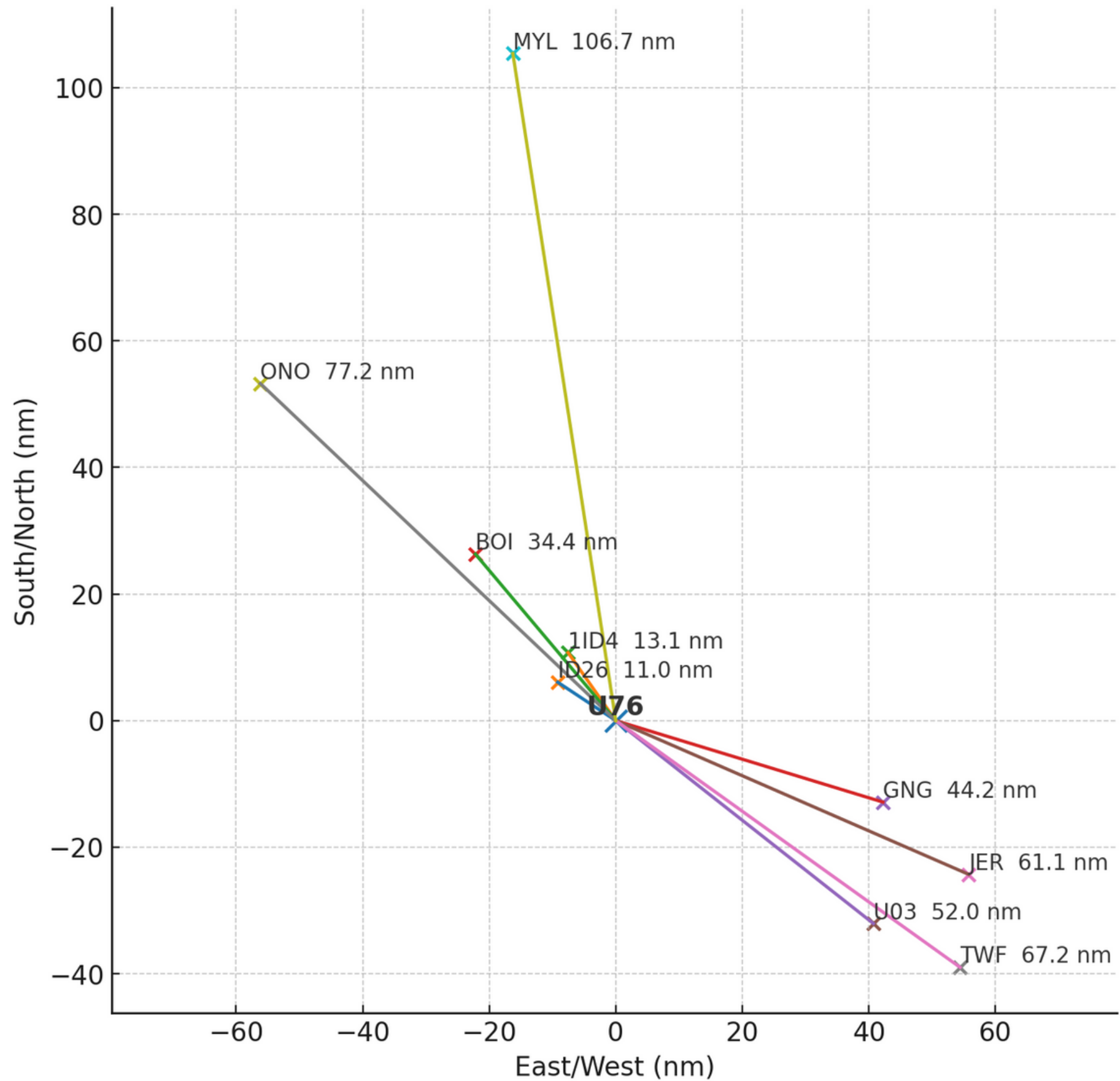


Congestion Issues at U76

The current **122.8 MHz frequency** is congested due to shared use with nearby airports, impacting safety and efficiency.

Known Sources of Congestion

Interfering Airports relative to U76 (schematic, not to FAA chart scale)



Pros of Frequency Change

01 Reduced Congestion at U76

A new frequency minimizes traffic competition.

02 Improves Situational Awareness

Pilots less distracted by calls intended for other airports

03 Emergency Reliability for Critical Situations

Dedicated frequency ensures prompt emergency response.

04 Supports Growth

Allows more traffic capacity without added radio congestion

05 Aligns with FAA Safety Guidance

CTAF congestion mitigation is an FAA stated goal

Cons of Frequency Change

01 Adaptation Risk for Local Pilots

Pilots may face difficulties adjusting to changes.

02 Financial Implications

Transitioning incurs costs for the City of Mountain Home

03 Coordination with the FAA

Requires extensive collaboration and approval processes.

04 Possible Congestion on New CTAF

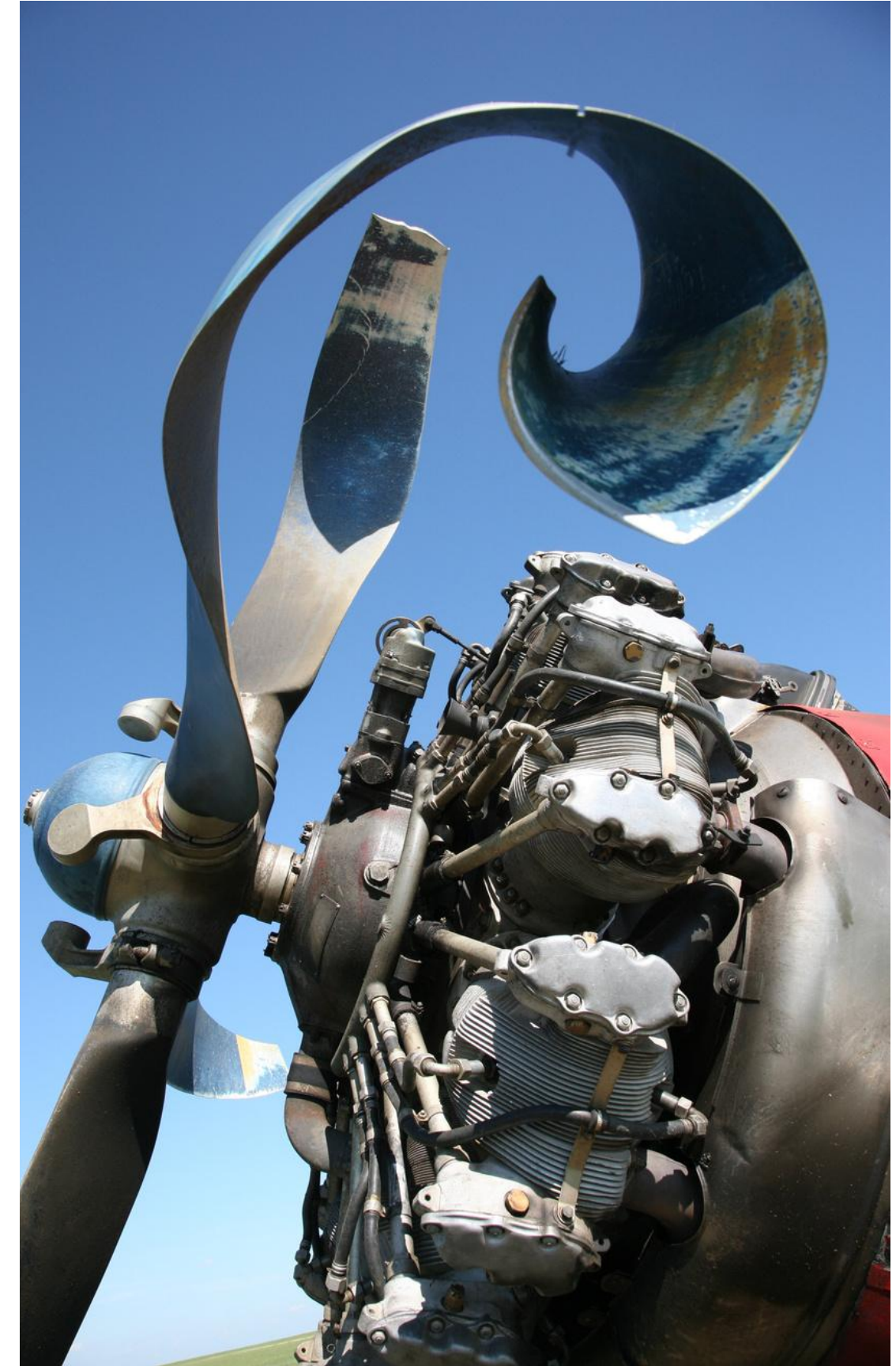
May shift congestion rather than eliminate - immediate or over time

05 Increased Workload for Overflights

Extra frequency changes for transient pilots

NTSB Case Studies Impact Comparison

- Case #1 Dunkirk, NY – outdated frequency caused collision risk
- Case #2 Sebring, FL – wrong CTAF use, collision
- Case #3 Everglades City, FL – outdated GPS, wrong CTAF, accident
- Case #4 DeLand, FL – congestion contributed to fatal midair




“Safety in aviation is never finished; it’s a continuous process of managing risk”

Local Operations Comparison

Airport	Total Annual Operations	Projected Annual Airtime (Hours)
Caldwell (EUL)	147863	328.58
Nampa (MAN)	74170	164.82
McCall (MYL)	44614	99.14
Gooding (GNG)	27643	61.43
Jerome (JER)	25864	57.47
Mtn. Home (U76)	17675	39.28
Buhl (U03)	15263	33.92
Ontario (ONO)	13033	28.96

Using FAA Terminal Area Forecast Data to Extrapolate Annual Airtime on CTAF Frequencies

Adjacent Airport Manager Input



Mr. Andy Wood (Airport Manager for Ontario Airport - KON0)

- No significant issues with frequency congestion reported
- The greater challenge was coordination between different users (BLM SEATs, helicopters, corporate jets, training, and general aviation) especially concerning fuel parking.

Mr. Dale Thomas (Airport Manager for Gooding Airport - KGNG)

- No significant congestion concerns
- Tried a different frequency (separate from Jerome airport) but reverted due to safety concerns; found common frequency more effective.
- Emphasized common sense radio use and encouraged increased ADS-B usage.

Possible Solutions

Continue Current CTAF

Maintain existing frequency for familiarity and stability

Install AWOS

Implementing automated weather observation systems enhances safety and moves some radio traffic off 122.8 MHz.

Request New CTAF

Seeking a dedicated frequency to alleviate congestion.

Important AWOS Considerations



In a previous analysis, 127 of the 925 (13.73%) observed radio calls were attributed to “mic clicking” which is used to control automated weather reporting systems or runway lighting. Moving automated weather calls to a dedicated AWOS could alleviate some congestion on 122.8 MHz.

Cost of a new AWOS: ~\$350,000

- FAA would fund 90% and the City of Mountain Home would be required to fund the remaining 10%
- Annual Maintenance and Testing Agreement: \$6,500/year
- Estimated Maintenance & Parts Costs: ~\$2,000/year
- Useful life of an AWOS is 15 years and the FAA would expect the City of Mountain Home to maintain the system for the entirety of this period



Questions ?

Subject: Airport UNICOM Frequency Briefing

Presenters: A.J. Lewis, Martin Pike

Requested Hearing Date: October 14th

Dear Mayor and City Council,

The Airport Advisory Committee has received a request from a member of the flying community at the municipal airport to consider asking the City Council for a UNICOM frequency change. The Committee has been discussing this topic since January 2025, but has not been able to reach a consensus.

Therefore, the Committee requests to be added to a future City Council agenda to present a detailed analysis of the pros and cons associated with the proposed frequency change. Our goal is for the City Council to vote on whether to pursue the frequency change or to deny the request after our presentation.

Mr. A.J. Lewis has prepared a briefing sheet, and he and Mr. Martin Pike will provide a PowerPoint presentation outlining both sides of this proposal.

Respectfully,

Ian Morcott

Airport Advisory Committee President

UNICOM Frequency Change – Briefing Sheet

Prepared for: Mountain Home City Council & Mayor

Date: September 12th, 2025

Purpose

To evaluate the potential benefits and drawbacks of changing the airports current UNICOM/ Common Traffic Advisory (CTAF) frequency (122.8 MHz) to mitigate frequency congestion and interference risks

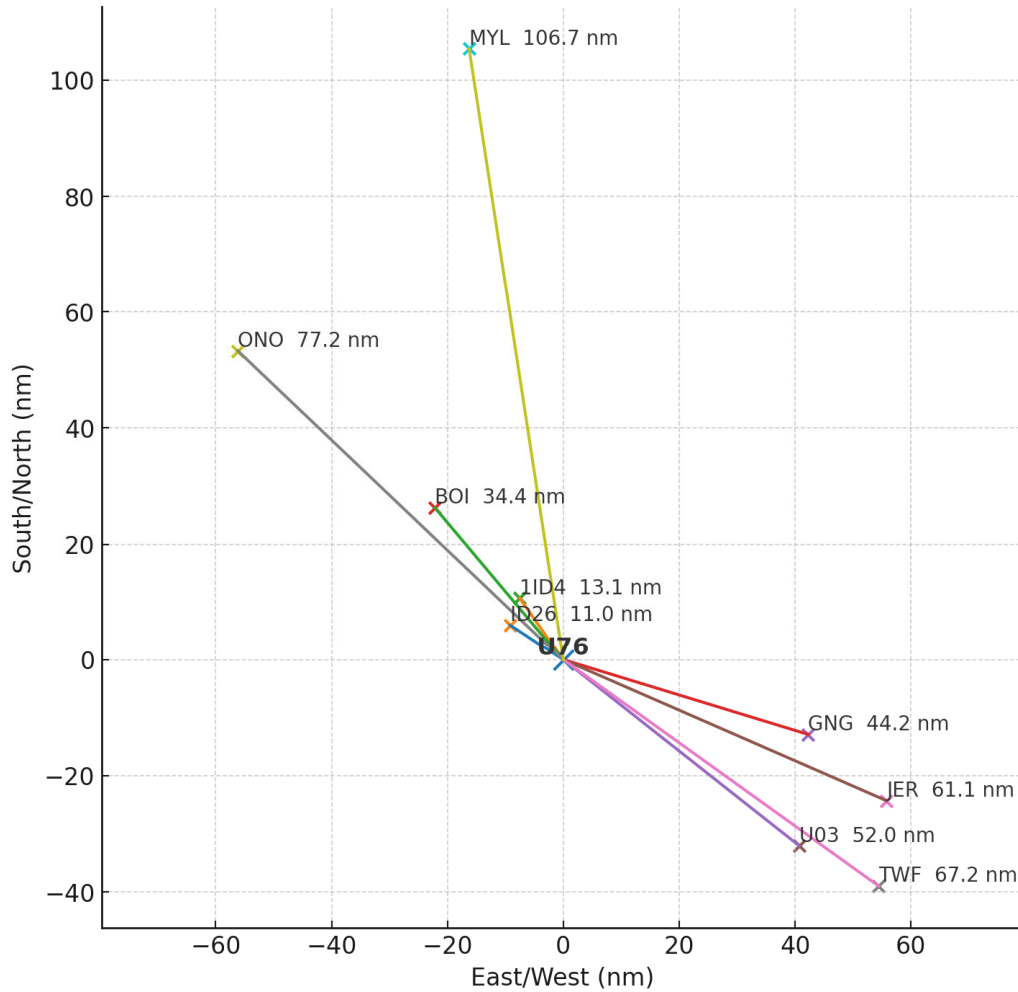
Background

Mountain Home Municipal Airport (U76) operates on CTAF 122.8 MHz, a frequency shared with multiple airports in the surrounding area. Pilots at U76 regularly hear transmission originating from other airports, resulting in increased frequency congestion. The Airport Advisory Committee has reviewed the matter, however, a consensus on a recommended course of action has not been reached. Accordingly, the issue is presented to the Mayor and City Council for consideration as to whether pursuing a CTAF frequency change is appropriate.

Known Sources of Congestion

The schematic below shows the location and distance of nearby airports operating on CTAF 122.8 MHz that can be heard within the traffic pattern at U76. It highlights known sources of overlapping radio transmissions but does not represent all potential conflicts.

Interfering Airports relative to U76 (schematic, not to FAA chart scale)



Changing UNICOM Frequency from 1228. MHz Pros & Cons

Pros

- Reduces frequency congestion and blocked calls
- Improves situational awareness and pattern safety
- Enhances emergency communication reliability
- Supports airport growth and operational capacity
- Aligns with Federal Aviation Safety Guidance

Cons

- Pilot adaptation period (risk of pilots using the old CTAF and creating safety issue)

- Cost for new chart updates, signage, and outreach
- Requires FAA coordination and lead time
- Possibility of congestion on new frequency (immediately or over time) - Nampa airport currently uses 122.7, Caldwell airport uses 123.0.
- Increased workload for overflight traffic (requiring additional frequency changes to monitor local activity)

Risk of Midair or Ground Collision Following a UNICOM/CTAF Frequency Change

Case Study #1: Dunkirk, NY

December 14th, 2005

National Transportation Safety Board (NTSB) Accident Number: NYC06LA042

- **Accident Summary:** A Piper PA-46 Malibu and a Smith Aerostar 601P collided at the runway intersection while lading on different runways at Dunkirk Airport (DKK). The Aerostar was using the current CTAF (123.075 MHz), while the Malibu was transmitting on the outdated frequency (122.8 MHz), leading to a loss of situational awareness. Both aircraft sustained substantial wing damage, but there were no injuries.
- **NTSB Probable Cause and Findings:** The probable cause of this accident was the failure of the Malibu pilot to use the correct CTAF.

Risk Associated with UNICOM/CTAF Confusion in General

These case studies highlight the broader risk of miscommunication and/or confusion over correct frequency use, whether due to recent changes or another reason.

Case Study #2: Sebring, Florida

September 29th, 2018

NTSB Accident Number: ERA18LA268

- **Accident Summary:** A Diamond DA20-C1 and a Piper PA28R-180 collided during landing operations at Sebring Regional Airport (SEF), an uncontrolled field, resulting in

substantial damage to both aircraft but only minor injury to one student pilot. The Diamond was operating in the pattern for Runway 14, while the Piper entered the pattern for Runway 19. Both aircraft made radio calls, but on different frequencies (122.7 vs. 122.75).

- **NTSB Probable Cause and Findings:** The probable cause of this accident was the inability of the pilot of the Piper and the student pilot and flight instructor of the Diamond to see and avoid the other airplane. Contributing to the collision was the Piper pilot's failure to use the correct CTAF to announce his airplane's position.

Case Study #3: Everglades City, Florida

October 27th, 2013

NTSB Accident Number: ERA14LA024

- **Accident Summary:** A Piper PA28R-201T crashed into water at Everglades Airpark (X01) after the pilot performed a go-around during landing. The pilot, who had an outdated GPS, believed he was communicating on the correct frequency (123.075 MHz), but he was using 122.9 MHz. This caused the pilot to believe another airplane was not responding to his radio calls. To avoid a perceived collision, the pilot performed an aborted landing, but the Piper stalled and crashed into the water. All four occupants sustained injuries.
- **NTSB Probable Cause and Findings:** The probable cause of this accident was the pilot's failure to maintain airplane control and air speed during a go-around, which resulted in a stall and impact with terrain. Contributing to the accident was the pilots' inadvertent use of an outdated GPS navigation database, which provided an incorrect CTAF, and the inaccessibility of the visual flight rules sectional chart.

Risk Associated with UNICOM/CTAF Congestion

Case Study #4: DeLand, Florida

December 3, 1999

NTSB Accident Number: MIA00FA041

- **Accident Summary:** A Piper PA-44-180 Seminole and a Piper PA-28-161 Cadet collided in-flight near the departure end of runway 5 at DeLand Municipal Airport (KDED). Both

aircraft were conducting instructional flights, and all four pilots on board were fatally injured. The Cadet was operating in the local traffic pattern using the CTAF, while the Seminole was conducting an IFR VOR approach to the same airport after being released by air traffic control. Witnesses reported both aircraft making radio calls, but there was noticeable frequency congestion on the DeLand CTAF from other airports that utilize the same frequency prior to the accident. Embry-Riddle Aeronautical University (ERAU) personnel had informally inquired about having the frequency changed due to increasing congestion, but that was not accomplished before this incident.

- **NTSB Probable Cause and Findings:** The probable cause of this accident was the inadequate visual lookout by the pilot-in-command (PIC)/certified flight instructor (CFI) of both aircraft. Contributing factors in the accident were: (1) the frequency congestion of the CTAF, (2) the poor in-flight planning decision by the PIC/CFI of the Seminole for his continuing a practice instrument approach to within approximately 0.6 nautical miles from the approach end of the runway with opposing airplanes departing on the upwind leg, and (3) the absence of guidance in the Aeronautical Information Manual (AIM) and Advisory Circulars as to how or when to terminate a practice instrument approach to an airport that does not have an operating control tower. *Note: Since 1999, the FAA has issued updated guidance, most notably in Advisory Circular (AC) 90-66C, to address the issues raised in this accident report. The new guidance provides more detailed recommendations for pilots on non-towered airport operations.*

Local Considerations

1) Caldwell Executive Airport (EUL) and Nampa Municipal Airport (MAN) Precedent

In 2022, the EUL and MAN airports transitioned from a shared UNICOM frequency due to documented congestion. To provide a data-driven comparison, a proportional extrapolation was performed to project the total annual radio airtime for these airports and others surrounding U76 that may experience frequency overlap. This analysis uses an eight-day sample of radio transmissions and FAA operations data to provide an “apples to apples” comparison that highlights the impact of total operations on potential frequency congestion.

- **Data Sources:** The annual operations for each airport are sourced from the FAA’s Terminal Area Forecast (TAF) for the year 2023 and can be accessed at https://www.faa.gov/data_research/aviation/taf.
- **Median Call Duration:** A single, uniform median call duration of 8 seconds was derived from 925 radio transmission observations from all sampled CTAF airports over an eight-day period.
- **Exclusions:**
 - Red Baron Estates – Private Airpark (1ID4) and ID26 (P&R Field): While transmissions from these airports were included in the calculation of the median call duration, they were excluded from the table of projected annual airtime as they lack operations data in the FAA TAF, which is required for extrapolation.
 - BOI, TWF, and ZLC: These airports were observed to have only a handful of transmissions on 122.8 MHz. As this is not their designated frequency, these four observations were considered outliers, most likely the result of pilot error, and were excluded from the median call duration calculation.
- **Methodology:** A straight-line extrapolation was used to project annual airtime in hours using the following formula:

$$\text{Projected Annual Airtime (hours)} = \frac{\text{Annual Operations} \times \text{Median Call Duration}}{3600}$$

Airport	Total Annual Operations	Projected Annual Airtime
Caldwell (EUL)	147,863	328.58
Nampa (MAN)	74,170	164.82
McCall (MYL)	44,614	99.14
Gooding (GNG)	27,643	61.43
Jerome (JER)	25,864	57.47
Mtn. Home (U76)	17,675	39.28
Buhl (U03)	15,263	33.92
Ontario (ONO)	13,033	28.96

- **Result:** The analysis shows that the combined projected annual airtime for EUL and MAN near the time of their frequency divestment was 493.40 hours. By comparison, the projected annual airtime for U76 is 39.28 hours. Even when considering U76 and the five other airports observed using 122.8 MHz (MYL, GNG, JER, U03, and ONO), the total projected annual airtime is 274.45 hours. This total represents 55.6% of the combined airtime that led to the frequency change at EUL and MAN. It should be noted that there were 66 additional observations from 1ID4 (62) and ID26 (4) that will affect the usage of CTAF 122.8 MHz, and they should be considered for future planning even though their impact could not be extrapolated at this time due to a lack of FAA data. Additionally, it is important to remember that the FAA does not define a measurable number or operational threshold for when a CTAF frequency change is required. This analysis uses the EUL and MAN precedent as a data-driven benchmark for the reader's consideration.

2) Interviews with Adjacent Airport Managers

- Mr. Andy Wood (Airport Manager for Ontario Airport - KONO)
 - No significant issues with frequency congestion reported
 - The greater challenge was coordination between different users (BLM SEATs, helicopters, corporate jets, training, and general aviation) especially concerning fuel parking.
- Mr. Dale Thomas (Airport Manager for Gooding Airport - KGNG)
 - No significant congestion concerns
 - Tried a different frequency (separate from Jerome airport) but reverted due to safety concerns; found common frequency more effective.
 - Emphasized common sense radio use and encouraged increased ADS-B usage.

Possible Solutions

1. Continue with current CTAF
2. Pursue a new CTAF
3. Install dedicated Automated Weather Observing System (AWOS) with a discreet frequency to move routine weather calls to a separate frequency.

- In a previous analysis, 127 of the 925 (13.73%) observed radio calls were attributed to “mic clicking” which is used to control automated weather reporting systems or runway lighting. Moving automated weather calls to a dedicated AWOS could alleviate some congestion on 122.8 MHz.
 - Cost of a new AWOS: ~\$350,000
 - FAA would fund 90% and the City of Mountain Home would be required to fund the remaining 10%
 - Annual Maintenance and Testing Agreement: \$6,500/year
 - Estimated Maintenance & Parts Costs: ~\$2,000/year
 - Useful life of an AWOS is 15 years and the FAA would expect the City of Mountain Home to maintain the system for the entirety of this period

Attachments:

1. Four (4) NTSB Aviation Investigation Final Reports



Aviation Investigation Final Report

Location:	Sebring, Florida	Accident Number:	ERA18LA268
Date & Time:	September 29, 2018, 12:40 Local	Registration:	N397JA
Aircraft:	Diamond DA20	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The private pilot of the Piper airplane with a passenger on board was landing while the student pilot of the Diamond airplane with a flight instructor on board was performing touch-and-go landings on an intersecting runway in day visual meteorological conditions. Both airplanes were flying in left traffic patterns for their respective runways at the uncontrolled airport. The pilot of the Piper and the student pilot of the Diamond stated that they announced every leg of the traffic pattern on the airport's published common traffic advisory frequency (CTAF). The Diamond landed, and just when the student was adding power to initiate a takeoff, the left wing of the Piper, which was landing and flaring just a few feet above the runway, impacted the tail of the Diamond. The flight instructor in the Diamond said he was looking for the Piper after he saw it flying in the vicinity of the airport but that he never saw it in the airport traffic pattern, while the pilot of the Piper did not report seeing the Diamond until just before the collision. Recordings of the airport's CTAF showed that radio calls from the Diamond were heard for every leg of the airport traffic pattern on the published CTAF frequency before the collision, but only two garbled radio calls from the Piper were heard on the published CTAF frequency. Postaccident examination of the Piper's transceiver revealed that it was set to a different frequency. The Piper's transceiver was then set to the correct CTAF frequency, and the communication was clear. Therefore, it is likely that the pilot of the Piper failed to use the correct CTAF frequency when he announced his airplane's position in the airport traffic pattern.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The inability of the pilot of the Piper and the student pilot and flight instructor of the Diamond to see and avoid the other airplane. Contributing to the collision was the Piper pilot's failure to use the correct common traffic advisory frequency to announce his airplane's position.

Findings

Personnel issues	Monitoring other aircraft - Pilot of other aircraft
Personnel issues	Monitoring other aircraft - Student/instructed pilot
Personnel issues	Monitoring other aircraft - Instructor/check pilot
Aircraft	VHF communication system - Incorrect use/operation
Personnel issues	Use of equip/system - Pilot of other aircraft

Factual Information

History of Flight

Landing	Collision during takeoff/land (Defining event)
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On September 29, 2018, about 1240 eastern daylight time, a Diamond Aircraft Industries, Inc. (Diamond) DA20-C1, N397JA, owned and operated by Aamro Aviation Corporation, and a privately owned and operated Piper PA28R-180, N3907T, collided at the Sebring Regional Airport (SEF), Sebring, Florida. There were no injuries to the flight instructor aboard the Diamond or the private pilot and passenger aboard the Piper, while the student pilot aboard the Diamond sustained a minor injury. Both airplanes were substantially damaged. The Diamond and Piper airplanes were being operated under the provisions of Title 14 *Code of Federal Regulations* Part 91 as an instructional flight, and a personal flight, respectively. Visual meteorological conditions prevailed at the time and neither flight had filed a flight plan. The Diamond originated from SEF about 5 minutes earlier, while the Piper originated from the Peter O'Knight Airport (TPF), Tampa, Florida, about 1015.

The flight instructor of the Diamond reported that he and the student pilot were practicing touch and go landings on runway 14 at SEF, an uncontrolled airport, with the wind from the east. During the second traffic pattern while on the upwind leg of the airport traffic pattern, he noticed a Piper arriving from the west, heading east. As the student pilot turned onto the crosswind and downwind legs of the airport traffic pattern, they lost sight of the Piper, and at that point he did not know if the Piper was transitioning the area or intended to enter the airport traffic pattern. If the Piper was to remain in the airport traffic pattern, he assumed that the pilot would enter left traffic of the airport traffic pattern for runway 14 behind them. The student pilot announced the Diamond's position on every leg of the airport traffic pattern making left turns, but neither pilot heard the pilot of the Piper acknowledge. The Diamond turned onto the base and final legs of the airport traffic pattern, and although the flight instructor was looking for the Piper, he did not see it. After landing on runway 14, the Diamond was configured for takeoff, and just as the student pilot advanced the throttle to full, the tail was contacted by the Piper's left wing.

The pilot of the Piper reported that he approached SEF from the northwest quadrant, and the first radio call he made on the SEF common traffic advisory frequency (CTAF) was when the airplane was near the airport crossing midfield at 1,200 feet mean sea level (msl). He reported turning onto the downwind leg of the airport traffic pattern for runway 19, which he announced, then turned onto the base and final legs of the airport traffic pattern, which he also announced making left turns. He planned to touchdown at the 1,000-foot marker, and when flaring about 1 to 2 feet above runway 19, just before the collision, he noted a flash off his right wing. After the collision, he touched down, taxied onto taxiway A2, and secured the airplane.

Postaccident examination of the Diamond revealed the transceiver was set to 122.7 MHz (published CTAF); however, the transceiver of the Piper was set to 122.725 MHz. Operational testing of the transceiver in the Diamond revealed the transmissions were heard on a portable VHF transceiver, while

transmissions from the Piper on the as-found frequency could not be heard. After switching to the published CTAF frequency, the transmissions were heard.

NTSB review of recorded LiveATC.net audio for SEF for the period 1230 to 1300 revealed radio calls from the Diamond were heard for every leg of the airport traffic pattern prior to the collision; however, only 2 radio calls attributed to be from the Piper were heard. Both radio calls from the Piper were garbled and difficult to comprehend.

Student pilot Information

Certificate:	Student	Age:	31,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	April 5, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	40 hours (Total, all aircraft), 35 hours (Total, this make and model), 8 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	52,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	May 21, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 6, 2018
Flight Time:	698 hours (Total, all aircraft), 40 hours (Total, this make and model), 467 hours (Pilot In Command, all aircraft), 10 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Diamond	Registration:	N397JA
Model/Series:	DA20 C1	Aircraft Category:	Airplane
Year of Manufacture:	2003	Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	C0212
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	May 1, 2018 Annual	Certified Max Gross Wt.:	1770 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2776.8 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	IO-240-B32B
Registered Owner:	Aamro Aviation Corporation	Rated Power:	125 Horsepower
Operator:	Aamro Aviation Corporation	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SEF, 62 ft msl	Distance from Accident Site:	
Observation Time:	12:35 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3600 ft AGL	Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	5 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	31°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sebring, FL (SEF)	Type of Flight Plan Filed:	None
Destination:	Sebring, FL (SEF)	Type of Clearance:	None
Departure Time:	12:35 Local	Type of Airspace:	

Airport Information

Airport:	Sebring Regional Airport SEF	Runway Surface Type:	Asphalt
Airport Elevation:	62 ft msl	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	4990 ft / 100 ft	VFR Approach/Landing:	Touch and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor, 1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	27.45861,-81.343055(est)

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons: Ronnie L Faulkner; FAA/FSDO; Orlando, FL
Albert Gomez; FAA/FSDO; Orlando, FL

Original Publish Date: November 19, 2019

Last Revision Date:

Investigation Class: [Class](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=98382>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Sebring, Florida	Accident Number:	ERA18LA268
Date & Time:	September 29, 2018, 12:40 Local	Registration:	N3907T
Aircraft:	Piper PA28R	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private pilot of the Piper airplane with a passenger on board was landing while the student pilot of the Diamond airplane with a flight instructor on board was performing touch-and-go landings on an intersecting runway in day visual meteorological conditions. Both airplanes were flying in left traffic patterns for their respective runways at the uncontrolled airport. The pilot of the Piper and the student pilot of the Diamond stated that they announced every leg of the traffic pattern on the airport's published common traffic advisory frequency (CTAF). The Diamond landed, and just when the student was adding power to initiate a takeoff, the left wing of the Piper, which was landing and flaring just a few feet above the runway, impacted the tail of the Diamond. The flight instructor in the Diamond said he was looking for the Piper after he saw it flying in the vicinity of the airport but that he never saw it in the airport traffic pattern, while the pilot of the Piper did not report seeing the Diamond until just before the collision. Recordings of the airport's CTAF showed that radio calls from the Diamond were heard for every leg of the airport traffic pattern on the published CTAF frequency before the collision, but only two garbled radio calls from the Piper were heard on the published CTAF frequency. Postaccident examination of the Piper's transceiver revealed that it was set to a different frequency. The Piper's transceiver was then set to the correct CTAF frequency, and the communication was clear. Therefore, it is likely that the pilot of the Piper failed to use the correct CTAF frequency when he announced his airplane's position in the airport traffic pattern.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The inability of the pilot of the Piper and the student pilot and flight instructor of the Diamond to see and avoid the other airplane. Contributing to the collision was the Piper pilot's failure to use the correct common traffic advisory frequency to announce his airplane's position.

Findings

Personnel issues	Monitoring other aircraft - Pilot
Personnel issues	Monitoring other aircraft - Student/instructed pilot
Personnel issues	Monitoring other aircraft - Instructor/check pilot
Aircraft	VHF communication system - Incorrect use/operation
Personnel issues	Use of equip/system - Pilot

Factual Information

History of Flight

Landing-flare/touchdown	Collision during takeoff/land
-------------------------	-------------------------------

On September 29, 2018, about 1240 eastern daylight time, a Diamond Aircraft Industries, Inc. (Diamond) DA20-C1, N397JA, owned and operated by Aamro Aviation Corporation, and a privately owned and operated Piper PA28R-180, N3907T, collided at the Sebring Regional Airport (SEF), Sebring, Florida. There were no injuries to the flight instructor aboard the Diamond or the private pilot and passenger aboard the Piper, while the student pilot aboard the Diamond sustained a minor injury. Both airplanes were substantially damaged. The Diamond and Piper airplanes were being operated under the provisions of Title 14 *Code of Federal Regulations* Part 91 as an instructional flight, and a personal flight, respectively. Visual meteorological conditions prevailed at the time and neither flight had filed a flight plan. The Diamond originated from SEF about 5 minutes earlier, while the Piper originated from the Peter O'Knight Airport (TPF), Tampa, Florida, about 1015.

The flight instructor of the Diamond reported that he and the student pilot were practicing touch and go landings on runway 14 at SEF, an uncontrolled airport, with the wind from the east. During the second traffic pattern while on the upwind leg of the airport traffic pattern, he noticed a Piper arriving from the west, heading east. As the student pilot turned onto the crosswind and downwind legs of the airport traffic pattern, they lost sight of the Piper, and at that point he did not know if the Piper was transitioning the area or intended to enter the airport traffic pattern. If the Piper was to remain in the airport traffic pattern, he assumed that the pilot would enter left traffic of the airport traffic pattern for runway 14 behind them. The student pilot announced the Diamond's position on every leg of the airport traffic pattern making left turns, but neither pilot heard the pilot of the Piper acknowledge. The Diamond turned onto the base and final legs of the airport traffic pattern, and although the flight instructor was looking for the Piper, he did not see it. After landing on runway 14, the Diamond was configured for takeoff, and just as the student pilot advanced the throttle to full, the tail was contacted by the Piper's left wing.

The pilot of the Piper reported that he approached SEF from the northwest quadrant, and the first radio call he made on the SEF common traffic advisory frequency (CTAF) was when the airplane was near the airport crossing midfield at 1,200 feet mean sea level (msl). He reported turning onto the downwind leg of the airport traffic pattern for runway 19, which he announced, then turned onto the base and final legs of the airport traffic pattern, which he also announced making left turns. He planned to touchdown at the 1,000-foot marker, and when flaring about 1 to 2 feet above runway 19, just before the collision, he noted a flash off his right wing. After the collision, he touched down, taxied onto taxiway A2, and secured the airplane.

Postaccident examination of the Diamond revealed the transceiver was set to 122.7 MHz (published CTAF); however, the transceiver of the Piper was set to 122.725 MHz. Operational testing of the transceiver in the Diamond revealed the transmissions were heard on a portable VHF transceiver, while

transmissions from the Piper on the as-found frequency could not be heard. After switching to the published CTAF frequency, the transmissions were heard.

NTSB review of recorded LiveATC.net audio for SEF for the period 1230 to 1300 revealed radio calls from the Diamond were heard for every leg of the airport traffic pattern prior to the collision; however, only 2 radio calls attributed to be from the Piper were heard. Both radio calls from the Piper were garbled and difficult to comprehend.

Pilot Information

Certificate:	Private	Age:	79, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	August 31, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 1, 2017
Flight Time:	1323 hours (Total, all aircraft), 1173 hours (Total, this make and model), 1246 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3907T
Model/Series:	PA28R 180	Aircraft Category:	Airplane
Year of Manufacture:	1967	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28R-30241
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	May 22, 2018 Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:	12 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3817 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360-B1E
Registered Owner:	On file	Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SEF,62 ft msl	Distance from Accident Site:	
Observation Time:	12:35 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 3600 ft AGL	Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	5 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	31°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tampa, FL (TPF)	Type of Flight Plan Filed:	None
Destination:	Sebring, FL (SEF)	Type of Clearance:	None
Departure Time:	10:15 Local	Type of Airspace:	

Airport Information

Airport:	Sebring Regional Airport SEF	Runway Surface Type:	Asphalt
Airport Elevation:	62 ft msl	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	4990 ft / 100 ft	VFR Approach/Landing:	Touch and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	27.45861,-81.343055(est)

Administrative Information

Investigator In Charge (IIC): Monville, Timothy

Additional Participating Persons: Ronnie L Faulkner; FAA/FSDO; Orlando, FL
Albert Gomez; FAA/FSDO; Orlando, FL

Original Publish Date: November 19, 2019

Last Revision Date:

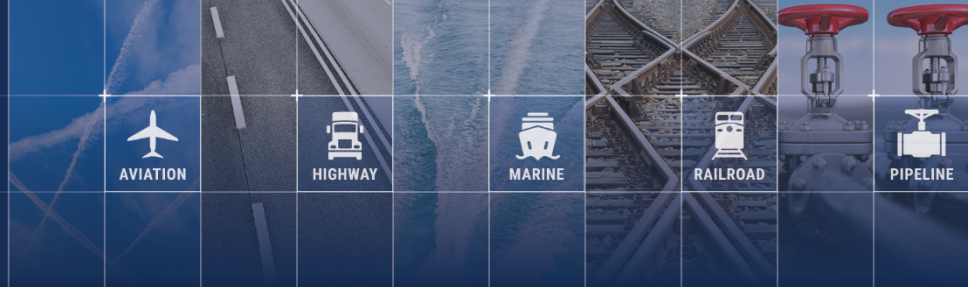
Investigation Class: [Class](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=98382>

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Aviation Investigation Factual Report

Location:	Dunkirk, New York	Accident Number:	NYC06LA042
Date & Time:	December 14, 2005, 12:00 Local	Registration:	N302H
Aircraft:	Piper PA-46-310P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On December 14, 2005, about 1200 eastern standard time, a Piper PA-46-310P (Malibu), N302H, and a Smith Aerostar 601P, N1WZ, sustained substantial damage while both airplanes were landing at Dunkirk Airport (DKK), Dunkirk, New York. The certificated airline transport pilot and two passengers onboard the Piper Malibu, and the certificated private pilot onboard the Aerostar, were not injured. Visual meteorological conditions prevailed at the time of the accident. An instrument flight rules (IFR) flight plan was filed for the Malibu, which originated from West Chester, Pennsylvania. No flight plan was filed for the Aerostar, which originated from Jamestown, New York. Both personal flights were conducted under 14 CFR Part 91.

According to a Federal Aviation Administration (FAA) inspector, the Piper Malibu was landing on runway 6, a 5,000-foot-long, 100-foot-wide, asphalt runway. The Aerostar was landing on runway 15, a 4,000-foot-long, 100-foot-wide, asphalt runway. The right wing of each airplane made contact at the runway intersection, and both right wings sustained substantial damage.

The pilot of the Aerostar stated that approximately 6 miles from the airport, he contacted the Dunkirk Unicom on 123.075 MHz, and was told the wind was favoring runway 15, which was the active runway. The pilot of the Aerostar flew a left traffic pattern for runway 15, radioed position reports, and monitored a Cessna that was also in the traffic pattern for runway 15. The pilot of the Aerostar did not see any other traffic, and after landing on runway 15, a Piper Malibu approached from the right and struck the Aerostar. The pilot of the Aerostar stated that 123.075 MHz had been the Unicom frequency for longer than one year, and the old frequency was 122.80 MHz. The pilot of the Aerostar further stated that the pilot of the Piper Malibu obtained the old frequency from his global positioning system, rather than referring to current charts.

The FAA inspector noted that although the pilot of the Piper Malibu was traveling with expired approach charts, the correct and current frequency was listed on those charts.

The pilot of the Piper Malibu stated that he was on an IFR flight plan, and in radio contact with Buffalo Approach. About 15 miles from Dunkirk Airport, Buffalo Approach did not observe any local traffic on radar, and told the pilot to switch to "advisory." The pilot of the Piper Malibu terminated services and reported a 9-mile final for runway 6, on 122.80 MHz. He did not observe any other traffic, and during the landing roll, the Aerostar approached from the left and struck the Piper Malibu.

Several witnesses, including the pilot of the Cessna in the traffic pattern for runway 15, heard the pilot of the Aerostar make radio transmissions while in the traffic pattern for runway 15. None of the witnesses heard the pilot of the Piper Malibu make any radio transmissions while landing on runway 6.

The reported weather at DKK, at 1153, was: wind from 130 degrees at 11 knots; visibility 10 miles; sky clear; temperature 21 degrees F; dew point 1 degree F; altimeter 30.36 inches Hg.

Pilot Information

Certificate:	Airline transport	Age:	59, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	December 1, 2004
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	December 1, 2005
Flight Time:	20140 hours (Total, all aircraft), 2040 hours (Total, this make and model), 19484 hours (Pilot In Command, all aircraft), 140 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N302H
Model/Series:	PA-46-310P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	460803
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	February 1, 2005 Annual	Certified Max Gross Wt.:	4300 lbs
Time Since Last Inspection:	167 Hrs	Engines:	1 Turbo prop
Airframe Total Time:	4937 Hrs as of last inspection	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed, not activated	Engine Model/Series:	PT6-34
Registered Owner:	Lakala Aviation Inc.	Rated Power:	560 Horsepower
Operator:	Richard Schneider	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DKK,693 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.36 inches Hg	Temperature/Dew Point:	-6°C / -17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	West Chester, PA (N99)	Type of Flight Plan Filed:	IFR
Destination:	Dunkirk, NY (DKK)	Type of Clearance:	IFR
Departure Time:	10:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Dunkirk Airport DKK	Runway Surface Type:	Asphalt
Airport Elevation:	693 ft msl	Runway Surface Condition:	Dry
Runway Used:	6	IFR Approach:	Visual
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

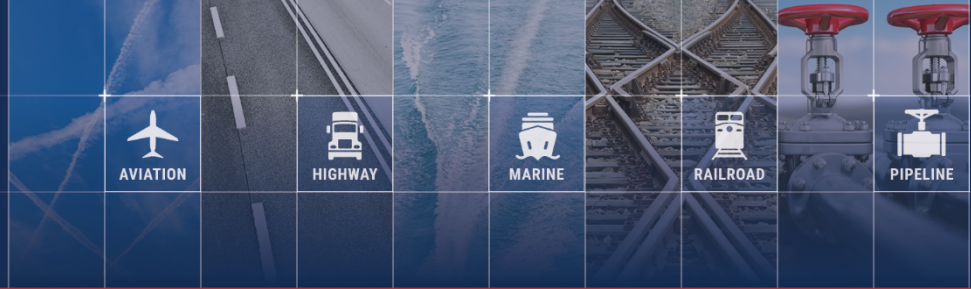
Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	42.493331,-79.271942

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	Thomas Williams; FAA FSDO; Rochester, NY
Report Date:	October 5, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=62957

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).



Aviation Investigation Factual Report

Location:	Dunkirk, New York	Accident Number:	NYC06LA042
Date & Time:	December 14, 2005, 12:00 Local	Registration:	N1WZ
Aircraft:	Smith, Ted Aerostar 601P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Factual Information

On December 14, 2005, about 1200 eastern standard time, a Piper PA-46-310P (Malibu), N302H, and a Smith Aerostar 601P, N1WZ, sustained substantial damage while both airplanes were landing at Dunkirk Airport (DKK), Dunkirk, New York. The certificated airline transport pilot and two passengers onboard the Piper Malibu, and the certificated private pilot onboard the Aerostar, were not injured. Visual meteorological conditions prevailed at the time of the accident. An instrument flight rules (IFR) flight plan was filed for the Malibu, which originated from West Chester, Pennsylvania. No flight plan was filed for the Aerostar, which originated from Jamestown, New York. Both personal flights were conducted under 14 CFR Part 91.

According to a Federal Aviation Administration (FAA) inspector, the Piper Malibu was landing on runway 6, a 5,000-foot-long, 100-foot-wide, asphalt runway. The Aerostar was landing on runway 15, a 4,000-foot-long, 100-foot-wide, asphalt runway. The right wing of each airplane made contact at the runway intersection, and both right wings sustained substantial damage.

The pilot of the Aerostar stated that approximately 6 miles from the airport, he contacted the Dunkirk Unicom on 123.075 MHz, and was told the wind was favoring runway 15, which was the active runway. The pilot of the Aerostar flew a left traffic pattern for runway 15, radioed position reports, and monitored a Cessna that was also in the traffic pattern for runway 15. The pilot of the Aerostar did not see any other traffic, and after landing on runway 15, a Piper Malibu approached from the right and struck the Aerostar. The pilot of the Aerostar stated that 123.075 MHz had been the Unicom frequency for longer than one year, and the old frequency was 122.80 MHz. The pilot of the Aerostar further stated that the pilot of the Piper Malibu obtained the old frequency from his global positioning system, rather than referring to current charts.

The FAA inspector noted that although the pilot of the Piper Malibu was traveling with expired approach charts, the correct and current frequency was listed on those charts.

The pilot of the Piper Malibu stated that he was on an IFR flight plan, and in radio contact with Buffalo Approach. About 15 miles from Dunkirk Airport, Buffalo Approach did not observe any local traffic on radar, and told the pilot to switch to "advisory." The pilot of the Piper Malibu terminated services and reported a 9-mile final for runway 6, on 122.80 MHz. He did not observe any other traffic, and during the landing roll, the Aerostar approached from the left and struck the Piper Malibu.

Several witnesses, including the pilot of the Cessna in the traffic pattern for runway 15, heard the pilot of the Aerostar make radio transmissions while in the traffic pattern for runway 15. None of the witnesses heard the pilot of the Piper Malibu make any radio transmissions while landing on runway 6.

The reported weather at DKK, at 1153, was: wind from 130 degrees at 11 knots; visibility 10 miles; sky clear; temperature 21 degrees F; dew point 1 degree F; altimeter 30.36 inches Hg.

Pilot Information

Certificate:	Private	Age:	72, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	November 1, 2005
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 1, 2005
Flight Time:	5416 hours (Total, all aircraft), 1510 hours (Total, this make and model), 5245 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Smith, Ted Aerostar	Registration:	N1WZ
Model/Series:	601P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	61P-0385-128
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	May 1, 2005 Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	16 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5337 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-540
Registered Owner:	FTBA Inc.	Rated Power:	290 Horsepower
Operator:	Antoine Attea	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DKK,693 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.36 inches Hg	Temperature/Dew Point:	-6°C / -17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Jamestown, NY (JHW)	Type of Flight Plan Filed:	None
Destination:	Dunkirk, NY (DKK)	Type of Clearance:	None
Departure Time:	11:40 Local	Type of Airspace:	Class G

Airport Information

Airport:	Dunkirk Airport DKK	Runway Surface Type:	Asphalt
Airport Elevation:	693 ft msl	Runway Surface Condition:	Dry
Runway Used:	6	IFR Approach:	Visual
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	42.493331,-79.271942

Administrative Information

Investigator In Charge (IIC):	Gretz, Robert
Additional Participating Persons:	Thomas Williams; FAA FSDO; Rochester, NY
Report Date:	October 5, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=62957

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AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Everglades City, Florida	Accident Number:	ERA14LA024
Date & Time:	October 27, 2013, 13:57 Local	Registration:	N2702M
Aircraft:	Piper PA 28R-201T	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 Serious, 2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

While en route, the pilot established two-way communications with several Federal Aviation Administration air traffic control facilities; no communication difficulties were reported. While inbound to the destination airport, the pilot made three separate radio calls on 122.8 MHz. The pilot announced the airplane's position, but he received no reply. As the airplane neared the airport, the pilot observed an airplane on a taxiway near the approach end of runway 15. The pilot entered the traffic pattern for runway 33 and, while on the downwind leg, he broadcast his intention to land on 122.8 MHz but again received no reply. While on final approach with the flaps and landing gear fully extended, he again broadcast his intention to land and received no reply. He reported seeing a "white shimmer" from an airplane near the approach end of runway 15, which he attributed to movement. The accident pilot chose to perform a go-around because he had not communicated with the other pilot and was concerned about a collision. The accident pilot added full power during the go-around. He reported that, although the engine responded, the airplane had poor climb performance. When the airplane was clear of trees, he banked it hard left, and the airplane subsequently stalled and then impacted water. Following recovery of the airplane, the engine was started and operated normally. Examination of the engine revealed no evidence of a preimpact failure or malfunction that would have precluded normal operation.

The investigation revealed that 122.8 MHz was the incorrect common traffic advisory frequency (CTAF) for the destination airport; the correct CTAF was 123.075 MHz. Although the pilot reported that he transmitted on 122.8 MHz, it is likely that he actually transmitted on 122.9 MHz because this was the frequency depicted in his GPS navigation database, which had expired nearly 5 years earlier. The pilot did not have a subscription to update any of the GPS databases, and he and his wife erroneously believed that, when they downloaded information to the unit less than 1 month earlier, the databases were also updated. Although an outdated visual flight rules sectional chart, which depicted the correct CTAF for the destination airport, was onboard the airplane, it was out of the pilot's reach during the flight. If the pilot had updated his GPS navigation database or used the outdated sectional chart, he likely would have selected the correct CTAF and been able to communicate with the other pilot, and he might not have chosen to conduct a go-around.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to maintain airplane control and airspeed during a go-around, which resulted in a stall and impact with terrain. Contributing to the accident were the pilot's inadvertent use of an outdated GPS navigation database, which provided an incorrect common traffic advisory frequency, and the inaccessibility of the visual flight rules sectional chart.

Findings

Aircraft	Airspeed - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Aircraft	Flight environment data - Not serviced/maintained
Personnel issues	Decision making/judgment - Pilot

Factual Information

History of Flight

Approach-VFR go-around	Course deviation
Approach-VFR go-around	Loss of control in flight (Defining event)
Uncontrolled descent	Collision with terr/obj (non-CFIT)

On October 27, 2013, about 1357 eastern daylight time, a Piper PA-28R-201T, N2702M, registered to Burlingame Financial Advisors LLC, crashed into water during a go-around after touchdown at Everglades Airpark (X01), Everglades City, Florida. Visual meteorological conditions prevailed at the time and no flight plan was filed for the 14 Code of Federal Regulations (CFR) Part 91 personal flight from Grass Roots Airpark (06FD), Groveland, Florida. The airplane sustained substantial damage, and the private pilot and one passenger sustained serious injuries, while 2 passengers sustained minor injuries. The flight originated about 1242 from 06FD.

The pilot stated that before departure he utilized his I-Pad for weather information which also contains VFR sectional charts, but he inadvertently left it behind. He also indicated that he did have sectional charts in his flight bag which was on-board the airplane. He was however using an on-board portable GPS receiver, which provided navigation information and also contained in part an airport database containing frequencies. He reported updating the software for the GPS less than 1 month earlier, while his wife reported by e-mail they, "...didn't have a subscription with Garmin. We didn't think we had to have a 'subscription' because we could update and download information at anytime on our own. Absolutely we believed that when we did an update it would do just that, update any and all new information for navigation and airports."

The pilot further stated that after takeoff while proceeding towards the destination airport he established two-way communications with several air traffic control facilities which included Tampa, Orlando, and Fort Myers Approach Control. No communications difficulties were reported although there was no record that the pilot established contact with Fort Myers Approach Control. The pilot reported that he obtained the common traffic advisory frequency (CTAF) for X01 from his GPS receiver, which was 122.8 MHz. Using that frequency and his GPS receiver for exact position information, he announced when the flight was 20, 10, and 5 miles away from X01 but there was no reply.

The flight continued towards X01, and when closer he observed an airplane on a taxiway near the approach end of runway 15. He stated that he did not understand why the pilot of that airplane did not acknowledge his radio calls, and with the wind from the northeast, entered the downwind leg for landing on runway 33. When the flight was abeam the numbers he again announced his intention on the same frequency but there was no reply. He turned onto base, and then final, and with the flaps fully extended and landing gear extended, he again announced his intention but there was no reply.

He landed left of runway centerline near the numbers and as he touched down, he observed what he reported was a "white shimmer" he attributed to be movement from the airplane that was located in the run-up area near the approach end of runway 15. Because he had not communicated with that pilot and

he was not sure what that pilot intended on doing, he added full power to perform a go-around. He later indicated that the engine did respond but the airplane had poor climb performance because the flaps were full down, and he, "...pulled up too hard" during the aborted landing.

When clear of trees, he banked hard to the left, although he was not sure of the bank angle. He did not hear a warning horn, and reported the airplane stalled, which he informed the passengers they were going to crash. He tried to push over, but the airplane went into a flat spin and impacted the water backwards on the left wing. They opened the door, and all exited the airplane. While in the water out of the airplane his wife called 911 using her cell phone; the call occurred at 1358. The pilot later stated that his mistake was that he overreacted to the airplane, but in his mind he did not want a head-on collision. He further stated there was no preimpact failure or malfunction of the airplane or engine that precluded normal operation.

The pilot in the airplane in the run-up area east of the approach end of runway 15 reported that he landed at X01 about 1140, had lunch, and before boarding the airplane for his intended flight, went to the fixed base operator (FBO). He was informed that the wind was from 080 degrees at 7 to 8 knots, and after starting the engine, he taxied to the approach end of runway 15, and was facing westbound with the parking brake applied doing checklist items. He was monitoring 123.075 MHz, and did not hear any radio calls on that frequency from the pilot of the accident airplane. He noticed the accident airplane flying on a close-in downwind leg for runway 33 about 1,000 feet above ground level (agl), and thought the airplane was crossing over the airport going somewhere else. He observed the airplane bank steep to the left going from a downwind to base and final for runway 33 in one turn; the bank angle was between 50 to 60 degrees. He did not perceive the airplane touch down, and when the airplane was about $\frac{1}{4}$ to $\frac{1}{2}$ way down the runway at less than 100 feet agl with the landing gear extended, he observed the accident airplane bank 50 to 60 degrees left wing low, then it went behind trees. When he did not see the airplane, or about 1 minute later, he turned about 90 degrees to the left and taxied to the ramp where he secured the airplane. While walking towards the FBO an individual from there came out and he advised that individual about the crash. The GPS receiver from his airplane was sent to the NTSB for read-out to the NTSB Vehicle Recorder Laboratory, located in Washington, D.C.

Following recovery of the accident airplane, inspection of the cockpit and cabin was performed by the Federal Aviation Administration (FAA) inspector-in-charge (IIC). During that inspection, bags behind the passenger seats were inspected which revealed an outdated Miami VFR Sectional Chart. Inspection of that chart revealed the X01 CTAF to be 123.075 MHz. The GPS receiver was removed and sent for read-out to the NTSB Vehicle Recorder Laboratory, located in Washington, D.C.

Also following recovery of the airplane, the point opening of either magneto could not be determined because of internal debris; both magnetos were tight on the accessory case with no evidence of movement/slippage. With NTSB permission, the magnetos were removed, cleaned, and installed on the engine and timed to specification. The engine core and cylinders were flushed of debris, and because the wings were not attached, an alternate fuel supply was plumbed into the fuel system. With FAA oversight, the engine was started and found to operate normally achieving 2,562 rpm maximum; maximum specified red line rpm is 2,575. Each magneto drop was reported to be 50 rpm each. No discrepancies were noted.

Examination of the GPS receiver from the accident airplane revealed that the Americas Aviation Data Cycle history was 0811 effective 20 October 2008 to 20 November 2008. The common traffic advisory

frequency for X01 based on the installed Americas Aviation Data Cycle 0811 navigation database was 122.9 MHz. Additionally, the accident flight from takeoff to accident was recorded which included 384 recorded points starting at 1234:03, and ending at 1358:17.

A review of a plot of the recorded points associated with the approach and landing reflect the airplane was west of the runway flying in a southeasterly direction parallel to the runway about 1356:02, consistent with a downwind leg for runway 33, and continued in the same direction followed by left turns onto base and final. The recorded data also indicates the airplane was left of centerline at the approach end of the runway, continued to the left edge of the runway where the minimum GPS altitude of negative 9 feet occurred at 1357:37. The recorded data indicates the airplane bank to the left achieving the maximum GPS altitude of positive 43 feet at 1357:44, followed by decreasing altitude and groundspeed. The last data point associated a groundspeed value consistent with flight was at 1357:44; the groundspeed at that time was recorded to be 71 knots. The next recorded data point 3 seconds later indicates the groundspeed was 15 knots.

Examination of the GPS receiver from the airplane in the run-up area east of the approach end of runway 15 revealed it recorded the taxi beginning about 1352:34, and stopping at 1355:58. No movement was detected until 1358:32, which was 14 seconds after the last data point from the accident airplane, at which time the airplane was taxied down the taxiway to the ramp.

The published CTAF on the date and time of the accident for X01 was 123.075MHz. It was previously 122.9 MHz, but changed in 2009 to 123.075 MHz. The airport manager at X01 reported there was no reported issue with the current CTAF either by pilot's or airport users. Additionally, on the day of the accident between 1350 and 1400 hours, an operations specialist at X01 was temporarily off airport, arriving back at the airport at the same time the first responders arrived on-scene.

Based on the comment from the pilot that he communicated on 122.8 MHz, NTSB contacted Florida Keys Marathon Airport (MTH) and Marco Island (MKY), both of which utilize 122.8 MHz as their published CTAF. There were no reports from either airport of personnel hearing a radio call from the accident pilot on that frequency.

The Pilot's Operating Handbook did not specify balked landing procedures.

Pilot Information

Certificate:	Private	Age:	52
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	April 22, 2013
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 350 hours (Total, all aircraft), 265 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N2702M
Model/Series:	PA 28R-201T	Aircraft Category:	Airplane
Year of Manufacture:	1977	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	28R-7803140
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	December 19, 2012 Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	52 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1761 Hrs at time of accident	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	TSIO-360-F
Registered Owner:	On file	Rated Power:	200 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	APF,8 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	311°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots / None	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	28°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Groveland, FL (06FD)	Type of Flight Plan Filed:	None
Destination:	Everglades City, FL (X01)	Type of Clearance:	None
Departure Time:	12:42 Local	Type of Airspace:	

Airport Information

Airport:	Everglades Airpark X01	Runway Surface Type:	Asphalt
Airport Elevation:	5 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	2400 ft / 60 ft	VFR Approach/Landing:	Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 2 Minor	Latitude, Longitude:	25.858333,-81.394721(est)

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	Edmundo Rolon; FAA/FSDO; Miramar, FL Ron Maynard; Piper Aircraft; Vero Beach, FL Mike Council; Continental Motors, Inc.; Mobile, AL
Original Publish Date:	November 13, 2014
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=88318

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	DELAND, Florida	Accident Number:	MIA00FA041
Date & Time:	December 3, 1999, 10:23 Local	Registration:	N3038N
Aircraft:	Piper PA-44-180	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

After the Seminole airplane departed, requests to perform instrument approaches to the DeLand airport were denied; the controller responded to the request, '...delands saturated right now unable any approaches at deland....' The flight was vectored then cleared for a VOR approach to a runway 16 at Daytona Beach then vectored and cleared for a VOR approach to runway 23 at the DeLand airport. After the Cadet airplane departed, the flight proceeded to the DeLand airport and remained in the traffic pattern for runway 05; individuals heard the flight announce while in the traffic pattern. While inside the final approach fix inbound, radar service of the Seminole flight was terminated. Two individuals heard a voice announce on the DeLand CTAF, 'VOR 23.' The witnesses did not hear the distance, intentions, airport ID, or aircraft ID. The Seminole flight continued on the VOR approach; the last radar target of the Seminole was approximately .6 nautical mile from the approach end of runway 23. Several individuals heard the Cadet flight announce on the DeLand CTAF that the flight was departing runway 05. One witness reported that the Cadet used almost the full length of the runway, became airborne, then banked to the left and disappeared behind trees. The airplanes collided in-flight near the departure end of runway 05; the wreckage of both airplanes came to rest within approximately 1/2 nautical mile from the departure end of runway 05. An impact signature from one of the propeller blades from the left engine of the Seminole was noted on top of the engine of the Cadet; the impact signature was within approximately 25 degrees from being perpendicular. Several individuals reported frequency congestion of the DeLand CTAF from other airports that utilize the same frequency. Prior to the accident, ERAU personnel had informally inquired about having the frequency changed due to that very reason; the frequency was not changed before the accident. Advisory circulars and the AIM does not address when to terminate a practice instrument approach to an uncontrolled airport.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The inadequate visual lookout by the pilot-in-command (PIC)/certified flight instructor (CFI) of both aircraft. Contributing factors in the accident were: 1) the frequency congestion of the CTAF 2) the poor in-flight planning decision by the PIC/CFI of the Seminole for his continuing a practice instrument approach to within approximately .6 nautical mile from the approach end of the runway with opposing airplanes departing on the upwind leg, and 3) the absence of guidance in the Aeronautical Information Manual and Advisory Circulars as to how or when to terminate a practice instrument approach to an airport that does not have an operating control tower.

Findings

Occurrence #1: MIDAIR COLLISION

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (F) AIRPORT FACILITIES, UNICOM - CONGESTED
2. (F) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND(CFI)
3. (F) INFORMATION UNAVAILABLE - FAA(OTHER/ORGANIZATION)
4. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
5. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

Factual Information

HISTORY OF FLIGHT

On December 3, 1999, about 1023 eastern standard time, a Piper PA-44-180 (Seminole) airplane, N3038N, registered to and operated by Phoenix East Aviation, Inc., and a Piper PA-28-161 (Cadet) airplane, N153ER, registered to and operated by Embry-Riddle Aeronautical University, collided in-flight near the departure end of runway 5 at the DeLand Municipal-Sidney H Taylor Field Airport, DeLand, Florida. Visual meteorological conditions prevailed at the time and a local instrument flight rules (IFR) flight plan was filed for the 14 CFR Part 91 instructional flight of the Seminole airplane. No flight plan was filed for the 14 CFR Part 91 instructional flight of the Cadet airplane; none was required. Both airplanes were destroyed and the certified flight instructor (CFI) and commercial pilot-rated student of the Seminole airplane were fatally injured. The CFI and private pilot-rated student of the Cadet airplane also were fatally injured. The Seminole flight originated about 0939 from the Daytona Beach International Airport, Daytona Beach, Florida. The Cadet flight originated about 0921, also from the Daytona Beach International Airport, Daytona Beach, Florida.

According to a transcription of communications from Daytona Beach Air Traffic Control Tower (DAB ATCT), a flightcrew member in the Cadet contacted clearance delivery and requested a visual flight rules (VFR) clearance to Leesburg. The flight was cleared to taxi to runway 7R at 0911:48, and was cleared for takeoff at 0920:52. After takeoff, air traffic control (ATC) communications were transferred to Daytona Beach departure control then to the Daytona Beach South-Arrival Radar position. The flight remained in contact with that facility from 0924:45, to 0934:11, when the controller advised the flight to proceed on course, squawk the VFR transponder code, and provided the frequency of the next ATC facility. That transmission was acknowledged; there were no further recorded transmissions from the flightcrew with the DAB ATCT.

The transcription of communications from DAB ATCT indicates that a flightcrew member in the Seminole airplane contacted clearance delivery and requested, "a local IFR clearance ah we would like to shoot ah VOR 23 approach deland to be followed by ndb approach runway thirty deland and uh then we'll break off and come back for an ILS later." The controller cleared the flight to the DeLand airport via radar vectors; the clearance was read back by a flightcrew member. The flight was cleared to taxi to runway 7L at 0918:50, and was cleared for takeoff at 0938:48. After takeoff, ATC communications were transferred to the Daytona Beach North-Arrival Radar position. While in contact with that facility, at 0942:10, a flightcrew member asked the controller, "ah three zero three eight november is it possible we can have the full approach sir uh to fly over the vor", to which the controller responded, "...unable vor uh vor deland approach." A flightcrew member advised the controller "three eight November a mile north of Ormond is fine sir." The controller responded, "...not for you sir

unable vor two three approaches fly tower assigned heading now." The controller advised the flight the heading to fly, and "...unable vor two three at deland." A flightcrew member responded that they would like to perform if possible a non directional beacon (NDB) instrument approach to runway 30 at DeLand. The controller advised, "okay three eight november delands saturated right now unable any approaches at deland let me rephrase that unable any approaches at deland." A flightcrew member responded that they would like to execute a very high frequency omni-directional range station (VOR) approach to runway 16, and a NDB approach to a runway at the New Smyrna Beach Municipal Airport. A flightcrew member questioned whether they could execute the full VOR approach. The flight was vectored then cleared for the VOR approach to runway 16 at the Daytona Beach International Airport, and told to expect to break off the approach four miles north of Daytona. At 0959:28, the controller questioned the flight if they wanted to execute an instrument landing system (ILS) approach after the VOR approach, and also if they had another request. A flightcrew member responded with the registration number of the airplane and the controller stated, "...after this I ah vor 16 would you like an approach at deland now" to which a flightcrew member responded, "ah yes we'll take the deland after this one sir." The controller questioned what kind of approach they would like to execute at DeLand and a flightcrew member responded, "we'd like ah the vor two three if possible." The controller advised the flight to expect that and a flightcrew member questioned if they would be able to execute the full approach to which controller advised the flight to stand by. The controller advised the flight to expect the full approach and the VOR approach would be broken off in about another 1 1/2 miles. At 1001:23, the controller canceled the approach clearance and gave heading and altitude to fly, which was acknowledged. At 1003:53, the controller who was handling the Seminole flight briefed the relieving controller. The handling controller advised the relieving controller in part that the flightcrew was expecting the full VOR approach to runway 23.

At 1006:07, the relieving controller advised the Seminole flight to proceed direct to the Ormond Beach VORTAC and to join the 212-degree radial. A flightcrew member advised the controller that the flight was "proceeding for establishment..." and descending to 1,600 feet. The controller cleared the flight to descend to 1,600 feet and advised the flight to change to another frequency. At 1012:06, a flightcrew member advised the controller on the new frequency that the flight was descending to 1,600 feet. At 1012:30, the controller cleared the flight for the VOR approach to runway 23 at the DeLand Municipal Airport. At 1015:11, the controller advised the flight to use caution due to constant parachute jumping in progress. A flightcrew member responded "...roger", and at 1017:32, the controller questioned if the flight was going to perform a full stop landing to which a flightcrew member responded, "negative sir we uh we gonna breakoff and do some airwork and then come back with an ils full stop we'll advise you." The controller advised the flight to report canceling on the frequency, which was acknowledged. At 1018:02, a flightcrew member advised the controller that the flight was canceling at this time and the controller responded, "november three zero eight november radar service terminated squawk one two zero zero frequency change is approved." This transmission was acknowledged; there were no further recorded transmissions from the flightcrew with DAB ATCT.

Witnesses reported seeing the Cadet airplane in the traffic pattern to runway 5 at DeLand Municipal-Sidney H Taylor Field Airport (KDED) for two patterns; they also reported hearing radio calls from a flightcrew member of the airplane while in the traffic pattern on the KDED common traffic advisory frequency/UNICOM (CTAF). Two individuals who were flying reported hearing a radio call from a flightcrew member of an unidentified airplane report, "VOR 23" on the KDED CTAF frequency; one individual reported he did not recall hearing the identification of the airplane, or hear the person announce the distance or intentions. Several individuals reported hearing a flightcrew member of the Cadet airplane report on the KDED CTAF frequency that the flight was departing runway 5. One witness reported that the Cadet airplane used almost the full length of the runway, became airborne, then banked to the left and disappeared behind trees. A witness who was located near the accident site, reported seeing an airplane flying north and another airplane flying west. She reported seeing the collision and observed that one of the airplanes descended straight down and the other airplane turned to the northwest. Copies of the witness statements are an attachment to this report.

PERSONNEL INFORMATION

The CFI of the Seminole airplane was employed as a flight instructor by Phoenix East Aviation, Inc., from June through August 1999, and from September 1, 1999, through the date of the accident with the title, Director of Corporate Flight Training. He was the holder of an airline transport pilot certificate with ratings airplane single and multiengine land. He was also the holder of a flight instructor certificate with ratings airplane single and multiengine, and instrument airplane; it was scheduled to expire December 31, 2000. He was issued a first class medical certificate on June 21, 1999, with the limitation that he possesses lenses to correct for near and intermediate vision. A review of his located pilot logbooks revealed he had logged a total time of approximately 7,357 hours, of which 6,399 hours were as pilot-in-command and 4,897 hours were as a flight instructor; the last logged flight was November 3, 1997, which consisted of an instrument competency check. The student of the Seminole airplane was the holder of a commercial pilot certificate with ratings airplane single and multi-engine land, instrument airplane. He was issued a first class medical certificate on October 21, 1999, with no limitations. He had logged a total time of 5,513 hours, of which 2,996 hours were logged as second-in-command. He did not log any flight time as pilot-in-command between December 6, 1996, and the last entry in his logbook dated October 21, 1999. The student was receiving instruction towards the issuance of an airline transport pilot certificate.

The CFI of the Cadet airplane was employed as a flight instructor by Embry-Riddle Aeronautical University from September 8, 1998, through the date of the accident as a full-time flight instructor. He was the holder of a commercial pilot certificate with ratings airplane single engine land and sea, multiengine land, and instrument airplane. He was also the holder of a flight instructor certificate with ratings airplane single and multiengine land, instrument airplane; it was scheduled to expire March 31, 2001. He had logged a total of about 827 hours total time, of which about 397 hours were as a CFI, and 781 hours were as pilot-in-command. The student of the Cadet airplane was the holder of a private pilot certificate with ratings

airplane single engine land, instrument airplane. She was issued a first class medical certificate on October 6, 1998, with no limitations. She logged a total time of approximately 168 hours, of which 102 hours were as pilot-in-command. The student was receiving instruction to accomplish procedures that were not performed on a previous "stage check" and also to perform maneuvers that were listed as unsatisfactory or marginal on three previous flights near the middle on November.

AIRCRAFT INFORMATION

The Seminole airplane was inspected last in accordance with a 100-hour inspection on November 23, 1999; the airplane had accumulated approximately 44 hours since the inspection at the time of the accident. The airplane was equipped in part with a DME transceiver and two navigation and communication transceivers. The VOR check was accomplished last on November 26, 1999; (required every 30 days to operate civil aircraft under IFR conditions). The pitot static system was inspected last on July 22, 1999. Copies of the VOR receiver check sheet, and pitot static system test maintenance entry are an attachment to this report.

The Cadet airplane was inspected last in accordance with a phase 2 progressive inspection on September 17, 1999; the airplane had accumulated approximately 60 hours since the inspection. The airplane was equipped in part with one communication transceiver.

METEOROLOGICAL INFORMATION

A METAR weather observation taken at the Daytona Beach Municipal Airport at 0953, indicates that the wind was calm, and the visibility was 10 miles. A broken ceiling existed at 4,800 feet, the temperature and dew point were approximately 63 degrees and 52 degrees Fahrenheit, respectively. The altimeter setting was 30.08 inHg. The Daytona Beach Municipal Airport is located approximately 056 degrees and 14 nautical miles from the accident site.

COMMUNICATIONS

Transcriptions of communications from Daytona Beach Air Traffic Control Tower containing contacts with the flightcrew members of the Seminole and Cadet airplanes are an attachment to this report. There were no reported communication difficulties with either airplane during the communications with the Daytona Beach ATCT.

AIRPORT INFORMATION

The Common Traffic Advisory Frequency (CTAF) at the DeLand Municipal-Sidney H Taylor Field Airport is 122.8. The CTAF is not recorded at the DeLand Municipal Airport, or at nearby airports that utilize the same CTAF. There is no air traffic control tower at the airport. The private radio station license issued to the City of DeLand for UNICOM frequency 122.8 was renewed in February 1996, by the Federal Communications Commission (FCC) after

submission of the renewal application by the city.

The initial approach fix (IAF) for the VOR or GPS approach to runway 23 at DeLand is the Ormond Beach VORTAC (OMN), frequency 112.6. The final approach fix (FAF) for the approach is the DONGS intersection which is located in part 11 nautical miles distance measuring equipment (DME) from the OMN VORTAC on the 212-degree radial. The minimum descent altitude (MDA) for the accident airplane category for a straight in approach is 640 feet mean sea level (561 feet above ground level), and the published missed approach point (MAP) is depicted as being 5.6 nautical miles from the FAF. The frequency for Daytona Beach Approach Control is 125.35.

According to a written statement by a pilot and airplane owner who is also an air traffic controller, he was flying his airplane on the day of the accident and stated that, "As a Tower controller, I am experienced in determining aircraft positions through radio communication. After 17 years in the business, I have never witnessed frequency congestion as bad as it was on December 3. Both 122.7 and 122.8 [frequencies] were so unmanageable and absolutely chaotic that it is very understandable how no one on either frequency could understand what was going on." He also stated that he heard radio calls from pilots at 7 different airports on the DeLand CTAF. A copy of his statement is an attachment to this report. Another witness located on the DeLand Municipal Airport associated with a skydive operation reported that on the day and time of the accident, she was not listening to the portable VHF radio that they have tuned to the DeLand CTAF. She further reported that in the past, she has heard radio calls from pilots on the DeLand CTAF from five different airports. A copy of the NTSB Record of Conversation is an attachment to this report.

According to the Embry-Riddle Aeronautical University (ERAU) Aviation Safety Program Manager (ASPM), on October 5, 1999, ERAU began operating 10 airplanes at the DeLand airport under a program titled Center for Aviation Training at Embry-Riddle (CATER). After beginning operations at DeLand and before the accident, personnel from the CATER program began "a dialog" with the city engineer of the DeLand City Council regarding existing frequency congestion and bleed over of the DeLand "UNICOM" frequency from other airports that utilize the same frequency. The CATER personnel and the ERAU ASPM individual also discussed the issue of existing frequency congestion and bleed over. It was decided to approach personnel from the city of DeLand who is the license holder of the UNICOM frequency and to request a frequency change. A copy of the ERAU memorandum related to this subject is an attachment to this report.

According to personnel from the City of DeLand, "a very casual comment was made at the end of October 1999, asking if sometime in the future, DeLand might consider a frequency change. Being of a very informal nature, an application was not filed." A copy of the letter is an attachment to this report.

WRECKAGE AND IMPACT INFORMATION

The main wreckage of the Seminole airplane which consisted of the fuselage and right wing with partially attached engine, and the partially attached vertical stabilizer was located in a marsh area at 29 degrees 04.305 minutes North latitude and 081 degrees 16.559 minutes West longitude (see photo 2). The left wing of the Seminole was separated, and the engine was separated from the wing. The main wreckage when plotted was located approximately 029 degrees and .27 nautical mile from the approach end of runway 23. The main wreckage of the Cadet airplane that consisted of the fuselage with a section of the left wing attached, the engine and propeller assembly, the separated section of the left wing and the separated right wing was located in a wooded area at 29 degrees 04.504 minutes North latitude and 081 degrees 16.435 minutes West longitude (see photo 1). That location when plotted was located approximately 027 degrees and .49 nautical mile from the departure end of runway 05. The wreckage of the Cadet was oriented on a magnetic heading of approximately 085 degrees; the inboard segment of one of the propeller blades from the Seminole was located immediately adjacent to the main wreckage of the Cadet. A search was conducted for wreckage that had separated from both airplanes. The located wreckage was plotted by latitude and longitude then recovered (a chart that lists the located wreckage by coordinates is an attachment to this report).

The wreckage of the Seminole airplane was recovered for further examination. Examination of the wreckage revealed the left wing structure between the fuselage and engine nacelle was fragmented; some sections were located. The spar web of the forward spar of the left wing was displaced aft in the spar box area. The left aileron and balance cables exhibited evidence of overload failure. Examination of the right wing revealed chordwise crushing the center of which was located approximately 44 inches inboard from the end rib; a 2-inch semi-circular indentation was noted in that location with tree bark embedded in the leading edge skin in that area. The leading edge of the right wing was crushed aft approximately 21 inches, 89 inches inboard of the end rib; this location was just outboard of the engine nacelle. Accordion aft crushing was also noted on the leading edge of the right wing between the engine nacelle and the fuselage. Additionally, the outboard section of the leading edge of the right wing was rotated down approximately 60 degrees. The nose section was destroyed from the instrument panel forward. The cabin roof was separated at the instrument panel; the roof was torn and accordion crushed aft beginning at the center of the cabin door area. The cabin floor was structurally separated approximately 12 inches aft of the rudder bar assembly and remained partially connected by flight control cables and wiring harness. The pilot's seat was structurally separated; the co-pilot's seat remained attached to the seat rails. The oleo strut of the right main landing gear was bent aft and was fractured approximately 8.5 inches up from the yoke; a compression wrinkle was noted on the aft side of the oleo. The vertical stabilizer remained only partially connected to the airframe by trim and control cables. The forward spar and the leading edge of the left stabilator was rotated aft approximately 90 degrees. Stabilator and rudder flight control cable continuity was confirmed from the cockpit to the control surface. Examination of the audio panel revealed that the "auto", "Comm 1" and "Comm 2" switches were in the "off" positions; the audio panel was separated from the instrument panel. The aircraft's radios and DME transceiver were removed for further examination (see TESTS AND RESEARCH section of this report).

Examination of the separated left engine of the Seminole airplane revealed the propeller remained secured to the crankshaft; one propeller blade was fractured and separated from the hub (see photo 3); two segments of the fractured propeller blade were located and recovered. Examination of the fractured propeller blade revealed spanwise lines on the leading edge of the blade approximately 5 inches inboard from the tip (see TESTS AND RESEARCH section of this report). The propeller blade that remained secured inside the hub exhibited slight aft bending. Impact damage to the engine was noted; the carburetor was later recovered but not examined. Crankshaft, camshaft, and valve train continuity was confirmed. Examination of the right engine which was partially attached to the airframe revealed the propeller was separated from the engine; the crankshaft was fractured aft of the crankshaft flange. Impact damage to the engine was noted. Crankshaft, camshaft, and valve train continuity was confirmed. Examination of the separated right propeller revealed one blade was twisted towards low pitch and the other blade was bent aft about 90 degrees with gouges on the leading edge near the blade tip. No evidence of preimpact failure or malfunction was noted to either engine or propeller. A copy of the report from the engine manufacturer is an attachment to this report.

The wreckage of the Cadet airplane was also recovered for further examination. An approximate 89-inch segment of left wing with attached flap and landing gear remained partially attached to the fuselage; the aft spar of the left wing was separated from the fuselage. The leading edge of the left wing was crushed aft approximately 6 inches, 27 inches outboard from the wing root. The forward spar of the left wing in line with the pitot mast was rotated aft 90-degrees. A semi-circular indentation was noted on the upper surface of the left aileron. Additionally, the leading edge stall strip of the left wing that was separated but located, exhibited "S" type bending with rubber transfer on the strip. Overload failure was noted on the left aileron and balance control cables. The right wing was separated at the wing root area; 28 inches of inboard wing skin and structure was separated from the leading edge aft to the main spar. The leading edge of the right wing was crushed aft approximately 11 inches, near the center of the fuel tank area. The forward spar of the right wing was fractured at the main landing gear attach area and was separated from structure inboard of that location. Two semi-circular indentations with tree bark were noted on the remaining segment of the leading edge of the right wing. The right aileron and balance cables exhibited evidence of overload failure. The instrument panel and forward cockpit floor forward of the pilot and copilot's seats were structurally separated. Rudder and stabilator control cable continuity was confirmed. The leading edge of the vertical stabilizer was displaced to the left with crushing on the right side. The main spar of the vertical stabilizer was bent aft approximately 45 degrees. The horizontal stabilator remained attached to the empennage; the outboard portion of the left stabilator was crushed inboard, up, and aft; compression wrinkles were noted in the upper skin. The aircraft's radio was removed for further examination, (see TESTS AND RESEARCH section of this report). Examination of the engine revealed crankshaft, camshaft, and valve train continuity. No evidence of preimpact failure or malfunction was noted to the engine or its components. Both propeller blades were fractured; the separated segment of one of the fractured propeller blades was recovered and measured approximately 10.5 inches. A

copy of the report from the engine manufacturer is an attachment to this report.

MEDICAL AND PATHOLOGICAL INFORMATION

Postmortem examination of the CFI of the Seminole airplane was performed by Thomas R. Parsons, M.D., Associate Medical Examiner of 7th and 24th Districts Medical Examiner's Office. The cause of death of the CFI was listed as multiple blunt force injuries. Due to religious concerns, an external examination only was performed on the student by Thomas R. Parsons, M.D. The cause of death of the student was listed as multiple blunt force injuries. Toxicological analysis were performed by the FAA Accident and Research Laboratory (CAMI), located in Oklahoma City, Oklahoma of specimens of the CFI and student. The results of analysis by CAMI of specimens of the CFI and student were negative for cyanide, ethanol, and tested drugs. Carbon monoxide testing was not performed on specimens of the CFI; no carbon monoxide was detected in a specimen of the student.

Postmortem examinations of the CFI and student of the Cadet airplane were also performed by Thomas R. Parsons, M.D., Associate Medical Examiner of 7th and 24th Districts Medical Examiner's Office. The cause of death of both was listed as multiple blunt force injuries. Toxicological analysis of specimens of the CFI and student were performed by CAMI. The results of analysis of specimens of the CFI and student were negative for carbon monoxide, cyanide, and ethanol. No tested drugs were found in specimens of the CFI. Theophylline (0.661 ug/ml and 20.559 ug/ml) was detected in blood and urine of the student. Ephedrine, and pseudoephedrine were also detected in specimen of the student.

TESTS AND RESEARCH SECTION

Examination of the radios from the Seminole airplane with Federal Aviation Administration (FAA) oversight revealed they were inoperative. The frequency of one of the communication radios was set to frequency 122.8, and the frequency of the second communication radio was 125.57. The frequency of one of the navigation receivers was set to 112.60 and the frequency of the second navigation receivers was set between 111 and 112 megahertz (mHz) and .60 kilohertz (kHz). A copy of the report is an attachment to this report. Examination of the DME transceiver with FAA oversight revealed the unit was inoperative; it does not retain any data.

Examination of the radio from the Cadet airplane with FAA oversight revealed that the communication frequency in use was 122.8. A copy of the statement from the FAA is an attachment to this report.

A Recorded Radar Study was prepared by the NTSB Office of Research and Engineering located in Washington, DC, and is an attachment to this report. The radar study indicates that secondary radar data of the Seminole airplane was observed from 0939:57, to the last secondary radar target at 1018:08, when radar service was terminated and the transponder code was noted to change to 1200. The airplane was calculated to be located 210 degrees

and 1.23 nautical miles from the DONGS intersection at that time. The Seminole descended to approximately 600 feet mean sea level (msl), leveled off momentarily, descended to approximately 500 feet msl, then climbed to approximately 600 feet msl, where the last radar target was noted approximately .6 nautical mile from the approach end of runway 23. The report indicated the Seminole descended, "straight down to airport after receiving the radar service termination communication from the controller." The report indicates that after the Cadet airplane departed initially, the flight proceeded to the DeLand Airport and entered the traffic pattern; several traffic patterns associated with the airplane were noted. The report also indicates that just prior to the accident, the CADET airplane departed runway 05 and turned to the northwest.

Examination of the fractured propeller blade segment from the left propeller of the Piper Seminole and the engine of the Cadet airplane revealed matching of the impact signatures on the leading edge of the propeller blade segment and the engine crankcase near the No. 4 cylinder. Cylinder cooling fin impressions were noted on the leading edge of the blade. Additionally, an impact contour on the leading edge of the blade matched the impact contour of the camshaft (see photos 12 and 13). The propeller blade contact on the engine was oriented approximately 25 degrees from being perpendicular to the longitudinal axis of the engine/airframe.

Review of the Aeronautical Information Manual (AIM), Advisory Circular (AC) 90-42F, titled "Traffic Advisory Practices At Airports Without Operating Control Towers" dated May 21, 1990, (AC) 90-48C, titled "Pilot's Role in Collision Avoidance" dated March 18, 1983, and (AC) 90-66A, titled "Recommended Standard Traffic Patterns And Practices For Aeronautical Operations At Airports Without Operating Control Towers" dated August 26, 1993, revealed no specific guidance how and when to terminate practice instrument approaches to airports that do not have a control tower. Excerpts from the AIM and the AC's are attachments to this report.

ADDITIONAL INFORMATION

Additional parties to the investigation are Grant M. Brophy and Donald B. Hunt, Embry-Riddle Aeronautical University, Daytona Beach, Florida; Paul Lehman, The New Piper Aircraft, Inc., Vero Beach, Florida; Edward G. Rogalski, Textron Lycoming, Belleview, Florida; Al Tatum and Robert L. Jones S-Tec Corporation, Mineral Wells, Texas; and Phil Goettel, Honeywell, New Century, Kansas.

The wreckage of the Seminole airplane with the exception of the aircraft's radios and the distance measuring equipment (DME) transceiver was released to Kevin Twiss, claims representative of Phoenix Aviations Managers, Inc., on December 7, 1999. The wreckage of the Cadet airplane with the exception of the aircraft's radio was released to Faith A. Collins, President of Sample International Aviation, Inc., on December 7, 1999. The radios and DME transceiver from the Seminole airplane were released to Kevin Twiss on March 29, 2001. The radio from the Cadet airplane was released to Faith Collins on March 29, 2001.

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	51, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 21, 1999
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	7357 hours (Total, all aircraft), 6399 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N3038N
Model/Series:	PA-44-180 PA-44-180	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	44-7995229
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	November 23, 1999 100 hour	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	44 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	13979 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-E1A6D
Registered Owner:	PHOENIX EAST AVIATION	Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DAB ,34 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	09:53 Local	Direction from Accident Site:	56°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 4800 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/ None	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DAYTONA BEACH (DAB)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	None
Departure Time:	09:39 Local	Type of Airspace:	Class G

Airport Information

Airport:	DELAND MUNICIPAL-SIDNEY H DED	Runway Surface Type:	
Airport Elevation:	80 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	Practice;VOR/DME
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	29.060323,-81.229309(est)

Administrative Information

Investigator In Charge (IIC):	MONVILLE, TIMOTHY
Additional Participating Persons:	DALE NODORFT; ORLANDO , FL ALAN C NEMCIK; ORLANDO , FL GUILLAUME BAUDET; DAYTONA BEACH , FL RICHARD L HOWE; DAYTONA BEACH , FL
Original Publish Date:	May 16, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=47870

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).



Aviation Investigation Final Report

Location:	DELAND, Florida	Accident Number:	MIA00FA041
Date & Time:	December 3, 1999, 10:23 Local	Registration:	N153ER
Aircraft:	Piper PA-28-161	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

After the Cadet airplane departed, the flight proceeded to the DeLand airport and remained in the traffic pattern for runway 05; individuals heard announcements while in the pattern. After the Seminole airplane departed, requests to perform instrument approaches to the DeLand airport were denied; the controller responded to the request, '...delands saturated right now unable any approaches at deland....' The flight was vectored then cleared for a VOR approach to a runway 16 at Daytona Beach then vectored and cleared for a VOR approach to runway 23 at the DeLand airport. While inside the final approach fix inbound, radar service of the Seminole flight was terminated. Two individuals heard a voice announce on the DeLand CTAF, 'VOR 23.' The witnesses did not hear the distance, intentions, airport ID, or aircraft ID. The Seminole flight continued on the VOR approach; the last radar target of the Seminole was approximately .6 nautical mile from the approach end of runway 23. Several individuals heard the Cadet flight announce on the DeLand CTAF that the flight was departing runway 05. One witness reported that the Cadet used almost the full length of the runway, became airborne, then banked to the left and disappeared behind trees. The airplanes collided in-flight near the departure end of runway 05; the wreckage of both airplanes came to rest within approximately 1/2 nautical mile from the departure end of runway 05. An impact signature from one of the propeller blades from the left engine of the Seminole was noted on top of the engine of the Cadet; the impact signature was within approximately 25 degrees from being perpendicular. Several individuals reported frequency congestion of the DeLand CTAF from other airports that utilize the same frequency. Prior to the accident, ERAU personnel had informally inquired about having the frequency changed due to that very reason; the frequency was not changed before the accident. Advisory circulars and the AIM does not address when to terminate a practice instrument approach to an uncontrolled airport.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The inadequate visual lookout by the pilot-in-command (PIC)/certified flight instructor (CFI) of both aircraft. Contributing factors in the accident were: 1) the frequency congestion of the CTAF 2) the poor in-flight planning decision by the PIC/CFI of the Seminole for his continuing a practice instrument approach to within approximately .6 nautical mile from the approach end of the runway with opposing airplanes departing on the upwind leg, and 3) the absence of guidance in the Aeronautical Information Manual and Advisory Circulars as to how or when to terminate a practice instrument approach to an airport that does not have an operating control tower.

Findings

Occurrence #1: MIDAIR COLLISION
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

- 1. (F) AIRPORT FACILITIES,UNICOM - CONGESTED
- 2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
- 3. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
- 4. (F) IN-FLIGHT PLANNING/DECISION - POOR - PILOT OF OTHER AIRCRAFT
- 5. (F) INFORMATION UNAVAILABLE - FAA(OTHER/ORGANIZATION)

Factual Information

Same as narrative MIA00FA041A.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	22, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 22, 1999
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	827 hours (Total, all aircraft), 781 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N153ER
Model/Series:	PA-28-161 PA-28-161	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2841178
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	September 17, 1999 Continuous airworthiness	Certified Max Gross Wt.:	2325 lbs
Time Since Last Inspection:	61 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	10411 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-D3G
Registered Owner:	EMBRY-RIDDLE AERONAUTICAL UNIV	Rated Power:	160 Horsepower
Operator:		Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	DAB ,34 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	09:53 Local	Direction from Accident Site:	56°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 4800 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/ None	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DAYTONA BEACH (DAB)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:21 Local	Type of Airspace:	Class G

Airport Information

Airport:	DELAND MUNICIPAL-SIDNEY H DED	Runway Surface Type:	
Airport Elevation:	80 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	Practice;VOR/DME
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	29.060323,-81.229309(est)

Administrative Information

Investigator In Charge (IIC):	MONVILLE, TIMOTHY
Additional Participating Persons:	DALE NODORFT; ORLANDO , FL ALAN C NEMCIK; ORLANDO , FL GUILLAUME BAUDET; DAYTONA BEACH , FL RICHARD L HOWE; DAYTONA BEACH , FL
Original Publish Date:	May 16, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=47870

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May 19th, 2025

To whom it may concern,

On behalf of Alpine Aviation, based out of Oasis Airpark (1ID4) in Oasis, Idaho, and frequently operating out the Mountain Home Airport (U76), we would like to share our perspective regarding recent conversations about a possible frequency change at the Mountain Home Airport due to concerns over increased radio traffic. As a company specializing in a wide range of helicopter operations—including aerial agricultural work, predator control, habitat restoration, and professional flight instruction—we operate in and out of Mountain Home and surrounding airports on a daily basis. We are very familiar with the radio environment across southern Idaho and remain committed to maintaining the highest standards of operational safety and communication.

From our experience, the current level of radio traffic at Mountain Home does not yet justify a frequency change. We have noticed occasional overlap from nearby airports such as Gooding and Jerome, and regular overlap from Ontario, Oregon, but still, it has not presented a safety issue in our day-to-day operations. Our pilots and instructors, who fly daily and operate on the 122.8, have had zero complaints about the matter to this date. In fact, we believe that changing the frequency could unintentionally create more risk in the short term, as pilots unfamiliar with the update may continue to operate on the old frequency. This lag in adoption—especially among transient or seasonal operators—could result in miscommunication or even near-miss scenarios, which we have unfortunately witnessed in other parts of the state following similar changes. Before operating out of Mountain Home, Alpine Aviation operated out of the Caldwell Airport, (KEUL). We were affected by the extensive radio chatter that occurred when Caldwell and Nampa (KMAN) shared a frequency; the radio congestion was a major contributor to Alpine Aviation relocating to U76, because it did not have a high-level of congestion. Compared to what we experienced while Caldwell and Nampa shared a frequency (122.7), before they transitioned to two separate frequencies, the current communication overlap on the 122.8 frequency is not at the level required for change.

At Alpine Aviation, safety is the foundation of our operations. We believe that by continuing to follow the guidance outlined in FAA Advisory Circular 90-66B CHG 1, and by reinforcing proper radio communication practices among all operators, we can maintain a safe and effective environment at Mountain Home and local airports without disrupting the familiarity and consistency that pilots rely on. We are always open to further dialogue and collaboration to ensure Idaho's aviation community remains both safe and practical in its approach to evolving airspace needs.

Sincerely,

Alpine Aviation LLC

Kevin Sielaff, Owner & Chief Pilot

To Whom It May Concern,

I am writing to express my concern regarding any proposed changes to the Common Traffic Advisory Frequency (CTAF) 122.8 at Mountain Home Municipal Airport (U-76).

In my professional opinion, altering the current CTAF could significantly compromise situational awareness for both firefighting and civilian aviation operations, particularly during wildfire season. Mountain Home U-76 now operates as a retardant base capable of supporting multiple firefighting aircraft from various area bases. In high-tempo wildfire operations, pilots are already required to monitor several demanding fire-specific communication channels. The 122.8 frequency remains a critical point of coordination, helping to ensure safe operations by allowing both firefighting and general aviation pilots to communicate effectively in the area.

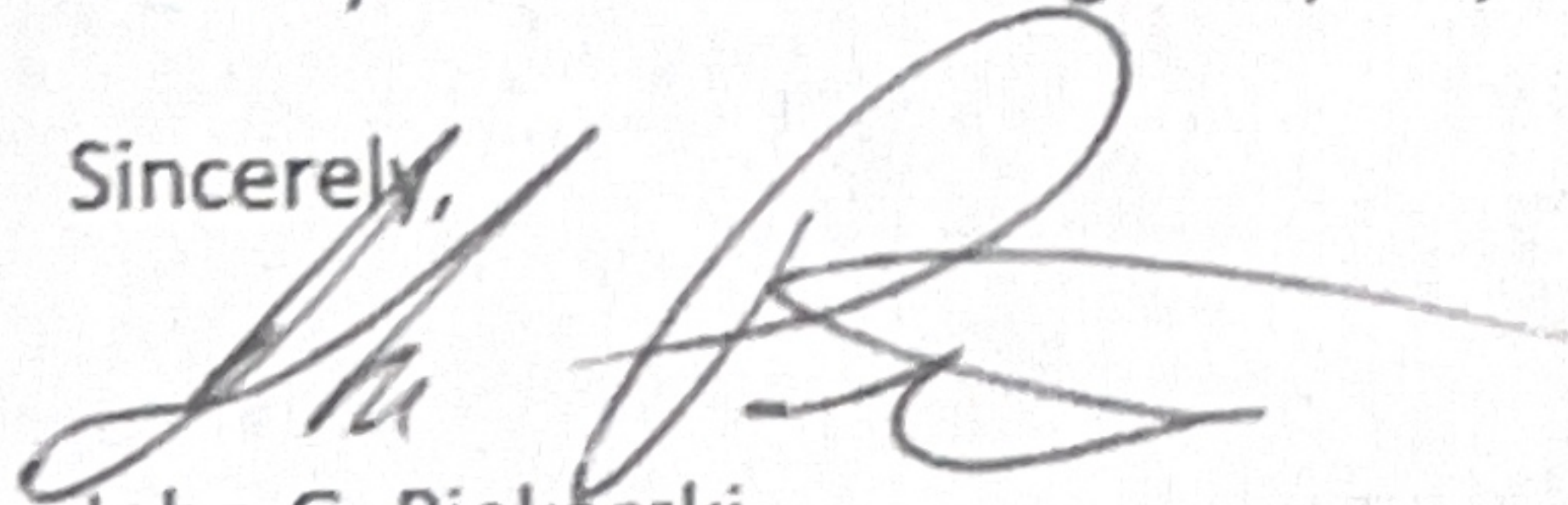
My perspective on this issue is informed by years of experience as a pilot in aerial firefighting. Before retiring, I served as the National Fixed-Wing Specialist for the U.S. Department of the Interior. In that role, I worked closely with the U.S. Forest Service, the Department of Agriculture, and state-level agencies to oversee the safe operation of both fixed- and rotary-wing aircraft. My responsibilities included developing and enforcing standards for communications and airspace management during wildfire incidents.

Given this background, I strongly urge that any decision to change the 122.8 frequency be deferred until a thorough evaluation of traffic volumes and operational impact at U-76 is completed. In the meantime, I believe it is far more beneficial to prioritize the installation of an Automated Weather Observing System (AWOS). Accurate, real-time weather data is vital to ensuring safety—particularly during low visibility conditions, which are common in fire-related aviation.

Maintaining 122.8 as the CTAF supports consistent and safe operations for all aircraft utilizing the airspace around Mountain Home. It is a proven tool for situational awareness, and its continued use is in the best interest of operational safety.

Thank you for considering this perspective.

Sincerely,



John G. Piekarski

Former National Fixed-Wing Specialist, U.S. Department of the Interior

Fwd: (No subject)

From Ian Morcott <ian.morcott@mountain-home.us>
Date Mon 8/25/2025 4:00 PM
To Christopher Curtis <ccurtis@mountain-home.us>

FYI.
-lan

Begin forwarded message:

From: Steve Mulberry <steve.mulberry@mountain-home.us>
Subject: Re: (No subject)
Date: August 25, 2025 at 3:41:09 PM MDT
To: Ian Morcott <ian.morcott@mountain-home.us>
Cc: AJ Lewis <aj.lewis@mountain-home.us>, William James Hibbard <wjhibbard@mountain-home.us>, RICHARD BUXTON <richard.buxton@mountain-home.us>, Tom Hoegg <tom.hoegg@mountain-home.us>

Hello everyone,

I will not be able to attend this evening's meeting, however, I would like to mention my point of view on the frequency congestion issue at U76. The data submitted seems to indicate that a major contributor to the congestion on Unicom frequency 122.8 is the overriding weather info. I recommend that the weather info be changed to a dedicated AWOS frequency such as JER and GNG currently have in place. The priority should be to get the weather info off of Unicom 122.8, after a period of time if that is not sufficient, then as a second priority consider changing Unicom to a different frequency in the future.

Steve Mulberry

Sent from my iPad

On Aug 18, 2025, at 4:34 PM, Ian Morcott

FYI for the special meeting that will be held Monday, August 25, 2025

After reviewing Richard's email below, I am strongly of the opinion that the current weather information, being obtained on 122.8, is the main problem with radio traffic congestion. If we can get funding, as noted by Dale Thomas below, it should be moved to a dedicated AWOS frequency without compromising situational awareness. We should consider decommissioning the current weather system if congestion becomes a serious issue.

Thoughts?

Best Regards,
-Ian

Begin forwarded message:

From: RICHARD BUXTON <richard.buxton@ontario.ca>
Subject: Re: Airport Committee Meeting
Date: July 23, 2025 at 4:28:09 PM MDT
To: AJ Lewis <aj.lewis@ontario.ca> Ian Morcott

For your consideration:

I did talk to Andy Wood, airport manager at Ontario. He did not think they had any issues with radio congestion. Said the bigger issue was cooperation/empathy/understanding between BLM SEATs and helicopters, corporate jets, training, and GA sometimes in the pattern and mostly at fuel parking. In some cases that gave self-serve fuel prices for full service to prevent some larger aircraft having to move and cycle their turbines.

Also talked with Dale Thomas, airport manager at Gooding. He did not have any issues with air traffic congestion. Apparently, they got a different frequency at one point that was different from Jerome, but changed back because they had some safety issues and thought it was safer. He made a couple other points: he would like to see more usage of ADS-B and noted that radios are not required at uncontrolled airports and encouraged common sense on the radio. Dale also stated that their AWOS-3PT cost about \$300k, maintenance about \$8k, and grants were about 90% of the cost.

Here is my take on changing frequency comments, pros and cons:
Comments

--> We sit on a plateau with line of sight (LOS) to 5 other airports generally within range of aircraft receivers flying around Mountain Home. LOS from two aircraft at 1000 ft pattern altitude is 96 nm assuming flat terrain.

--> City working towards a dedicated AWOS which would eliminate a significant amount of local radio traffic. Maybe consider waiting to see the effect of this and revisit periodically.

Pros

- + Less radio congestion for local traffic.
- + Less radio traffic reduces stress for student training.
- + Frequency change likely relatively easy to do through the FCC.
- + Adjacent airports with dissimilar frequencies not uncommon, even in the valley.
- + Valley will get more congested over time.

Cons

- Initial change may create conflict from local (Treasure Valley) pilots that may not be aware of the change.
- Potential loss of situational awareness of surrounding airports when changing to next frequency.
- Nampa is at 122.70 and Caldwell is at 123.00. Changing to those frequencies or 122.90 would not be better and maybe worse.
- Might have issues trying to change frequency and get a separate frequency for future AWOS.
- Radio congestion levels may be considered challenging locally, but likely much worse in other parts of the country and students need exposure to traffic so they are not surprised on solo cross-country trips or with newly acquired PPLs.

From: RICHARD BUXTON <rjbuxton1@msn.com>
Sent: Tuesday, July 22, 2025 4:50 PM
To: AJ Lewis <ajlewis@mountain-home.us>
Subject: Re: Airport Committee Meeting

Hi AJ,
 Here is an image for your report. There are few more I did not include like Preston, Rexberg, Bear Lake and Blackfoot.
 Rich

<image.png>

From: AJ Lewis <ajlewis@mountain-home.us>
Sent: Monday, July 21, 2025 2:37 PM
To: Alexa Vork <avork@mountain-home.us>
Cc: Steve Mulberry <smulberry@mountain-home.us>; William James <wjames@mountain-home.us>; Paul Hibbard <phibbard@mountain-home.us>; RICHARD BUXTON <rjbuxton1@msn.com>; Amy Pearson <apearson@mhp.net>; Christopher Curtis <ccurtis@mountain-home.us>; Scott Harjo <sharjo@mountain-home.us>; Amber Henninger <ahenninger@mountain-home.us>
Subject: Re: Airport Committee Meeting

Hello everyone.

Please forgive me for sending this at the 11th hour but I've been super busy these past two months. Put the finishing touches in today. Attached is the CTAF frequency analysis I promised you for tonight's meeting. Please let me know if you have any questions. I'm sure we will discuss this tonight.

Alexa: Is there any way we can have a few of these printed for tonight's meeting?

I will see you all tonight.

AJ

On Fri, Jul 11, 2025 at 10:46 AM Alexa Vork <avork@mountain-home.us> wrote:
 All,

Attached are the meeting minutes from the meeting that was held the 21st day of April and the agenda for the meeting that will be held on Monday, July 21st, 2025. Please let me know if you have any questions or concerns.

Thank you,

<image001.jpg>

Alexa Vork

Grants Administrator

City Hall

City of Mountain Home

P.O. Box 10

160 South 3rd East

Mountain Home, ID 83647

T(208) 587-2104

F(208) 587-2110

www.mountain-home.us

Fwd: Mountain Home airport frequency change proposal perspectives.

From Thomas Hoegg

To Thomas Hoegg

 1 attachment (19 KB)

Outlook-2zbzetjv.jpg;

----- Forwarded message -----

From: **george**

Date: Wed, Apr 30, 2025 at 11:45 AM

Subject: Mountain Home airport frequency change proposal perspectives.

To:

To whom it may concern,

My name is George Parker and I operate Crop Jet Aviation out of Gooding, Idaho (KGNG). Our company has provided aerial application services to Idaho agricultural producers row crops, to state and federal government agencies for wildfire rehabilitation and critical endangered species habitat restoration on public lands with applications of seed and herbicide, as well as fertilization of timber for lumber and paper production in northern Idaho on over three million total acres in the last 20 years, the majority within Idaho. Operating five turboprop ag aircraft, Crop Jet currently holds full-time ag aircraft operational leases at Gooding (x2), Jerome (x2), Hazelton, Twin Falls, Buhl (x2), Glenns Ferry, Mountain Home, and a private airstrip near Hansen. We also periodically pay single-use fees at Weiser, Homedale, Murphy, Fairfield, Picabo, Carey, Jackpot, Wells, Elko, Ely, and Panaca.

My personal flight experience eclipses 22,000 accident-free hours over 36 years, since I was 16, flying jumpers all across the country, part 135 seaplane charter in Seattle and San Francisco, agricultural flying across the country for the last 28 years, as well as personal flying all through Idaho in my Cessna 180 and Bellanca Scout. The last 20 as a Part 137 Operating Certificate holder in southern Idaho.

I have been an active member of our National and state agricultural aviation associations, serving in all capacities of the state association, as well as being the Idaho board member to the National Agricultural Aviation Association, where I serve as the co-chair of the FAA Safety and Reg's Committee. As a board member of the state association, I was the main organizer and lobbyist in 2013 to pass House Bill 511, the MET tower marking law. I have also been a part of four other legislative efforts over the years involving agricultural aviation in Idaho. The Boise FSDO in the past has appointed me as a Part 137 FAA Team representative to help educate pilots about Part 137 operations, as well as increase safety within ag aviation. I believe it is safe to say that aviation safety has been, and is, a main focus of my career.

It has been brought to my attention that there has been discussion recently regarding a possible need for frequency change at Mountain Home due to perceived increased radio chatter. My personal perspective on this is that the level of chatter between airports has not exceeded the safety decrease that a frequency change would incur, yet. Currently only Gooding, Jerome, Jackpot, and Ontario are the

only that may bleed over into Mountain Home traffic. I don't believe that any of those airports have enough activity, minus a few days a year, to warrant the change. The main problem being, that when a change is made from "the way it's always been", right or not, there is always a group that doesn't properly check charts or NOTAM's regarding such a change. So, for a period of a year or so afterward, I have witnessed more incursions when such things go on than safety added because you now have half the pilots doing what they should, and the other half just rolling into the pattern on the old frequency, with no one realizing the other guy isn't hearing them until there is a near-miss. Also, in the case of my aircraft personally, the leave Gooding every morning and ferry to Jerome or Mountain home to work for the day, they easily gain situational awareness regarding what's going on in the pattern at Mountain Home right after takeoff, because they are already on the frequency they need to be. I believe if we simply follow the communications procedures outlined in FAA AC 90-66B CHG 1 for the time being, we are no less safe at Mountain Home than at any other airport.

This specific nomenclature states;

10.1.1 To achieve the greatest degree of safety, it is essential that:

1. All radio-equipped aircraft transmit/receive on a common frequency identified for the purpose of airport advisories, as identified in appropriate aeronautical publications.
2. Pilots use the correct airport name, as identified in appropriate aeronautical publications, when exchanging traffic information to reduce the risk of confusion. For example, using "Midwest National Traffic" instead of the town name "Mosby Traffic" or "Clay County Traffic" at KGPH when the airport name is printed "Midwest National" on aeronautical charts.
3. To help identify one airport from another, the correct airport name should be spoken at the beginning and end of each self-announce transmission.
4. Pilots clarify intentions if a communication sent by either their aircraft or another aircraft was potentially not received or misunderstood.
5. Pilots limit communications on CTAF frequencies to safety-essential information regarding arrivals, departures, traffic flow, takeoffs, and landings. The CTAF should not be used for personal conversations. The day will come when a stand-alone frequency is needed, as was the case with Caldwell and Nampa in recent years, but I personally don't feel that we aren't there yet with current 122.8 traffic flows in southern Idaho. I caution regulatory bodies to please assess the potential added hazard that a sudden frequency change will add to the pattern of Mountain Home where pilots caught by surprise and not on the correct frequency will actually add danger, not safety, and balance that with the perceived "need" for the change, before such a move is executed.

Please don't hesitate to contact me if you have any questions on my perspective regarding this matter, thank you.

Sincerely,
George J. Parker III



Phone:

Email:

www.cropjet.com

Re: Airport Committee Meeting

From Paul Hibbard < >
Date Mon 8/25/2025 2:38 PM
To Christopher Curtis <ccurtis@mountain-home.us>
Cc Alexa Vork <avork@mountain-home.us>;
William James < >; RICHARD BUXTON < >; Amy Pearson
<apearson@mhp.net>;
< >; Scott Harjo <sharjo@mountain-home.us>; Amber Henninger
<ahenninger@mountain-home.us>

Mr. Curtis (and members of the AAC),

Unfortunately, I will not be present at the meeting tonight, but I wanted to offer my opinion regarding the frequency congestion issue as well as arguments made for and against a change to the U76 UNICOM frequency.

As the operator with the largest number of flights and takeoff/landing operations at U76, I find the current state of affairs manageable. Radio congestion at times creates distraction, confusion and, on occasion, undesired outcomes, all within the boundaries of safe aircraft operation.

That said, my belief is that the intensity of flight operations using the current frequency will continue to increase as time passes. Arguments suggesting a delay in making a change due to late-adopters or demanding more analysis, do not lower the risks associated with an eventual and inevitable frequency change in the future. In fact the risk factors increase as time passes as more users would need to be informed. Resistance to change will only increase with time as more and more users become comfortable with the status quo. Lastly, the absence of an accident attributable in part or whole to radio congestion is a foolish argument against a change that, at face value, enhances safety. Need we wait until the NTSB recommends we have our own frequency before making the change?

Therefore it is my recommendation to make the frequency change, and to time its implementation to minimize the impact on firefighting and agricultural operations (at the lowest point of their operations- probably during the winter) and accompany the change with an aggressive social media campaign to minimize the likelihood of a late adopter. Despite their resistance, the professional aviation organizations will be the first to adopt the change.

Alternatively, we could do nothing until directed to act, which I believe is the natural tendency.

Warm regards,

Paul Hibbard

Airport

From Mayor <mayor@mountain-home.us>

Date Thu 10/23/2025 8:49 AM

To Christopher Curtis <ccurtis@mountain-home.us>; City Council <council@mountain-home.us>; Tiffany Belt <tbelt@mountain-home.us>; Paul Fitzer <pfitzer@mountain-home.us>; Geoff Schroeder <gschroeder@mountain-home.us>; Thomas Hoegg <thoegg@mountain-home.us>;

Council,

Please do not reply to this email, as it is for informational purposes only. If you have any questions, feel free to reach out individually to Ian, Toby, Tom, or Chris for further clarification.

The message below is from Ian Morcott, Chairman of the Airport Committee.

From: Ian Morcott <

Sent: Wednesday, October 22, 2025 5:12 PM

To: Christopher Curtis <ccurtis@mountain-home.us>

Cc: <

Subject: Frequency change issue

Hi Chris,

it appears that the only real bone of contention is that when the airport is occasionally busy, the use of the weather monitor on the airport frequency is causing some radio traffic interference.

To that end, the best option will be to having an Automated Weather Station installed on it's own frequency that would provide 24x7 weather that the FAA trusts and calibrates on a regular basis. This is not a quick fix, nor a low-cost fix. However, it would be a real improvement for airport operations.

However, for non-calibrated weather stations, there are many options to be used that provide weather via the internet. For instance, I have installed a Tempest system on at my home on Knight Court. It can be found at: https://urldefense.proofpoint.com/v2/url?u=https-3A_tempestwx.com_map_196536_43.1553_-2D115.6831_13&d=DwIFaQ&c=euGZstcaTDIlvimEN8b7jXrwgOf-v5A_Cdp gnVfiiMM&r=5zDZ-TkPcJFP9pF2bkMJQnR2ME4IqQYcaHxBfOKnmLo&m=K3Ezwrg1G4T2K7BDvtwpXR_N-a2zNNC5NpSqjVkD67UpgLAc-nTjKVksJpckJAuz&s=fZUJAFzPJH3fMPVAXCoKLNXkiW1wX2DvM8IsVe7klbE&e=

With today's smart phones, access to this information can be easily obtained while flying or on the ground. The unit that I installed cost me \$314.00. And with the internet already operational at the airport, connecting one at the airport would be very easy to do. The sensor unit is solar powered.

Changing the UNICOM frequency for the airport is not how I would solve the problem in the near future or the long term.

Food for thought.

Best Regards,
-Ian Morcott

Mayor Rich Sykes

160 S. 3rd East Mountain Home Idaho, 83647

Phone: 208-587-2104

Email: Mayor@Mountain-Home.us





IDAHO TRANSPORTATION DEPARTMENT
Division of Aeronautics
1390 W Gowen Road, Boise ID 83705

(208) 334-8775
itd.idaho.gov/aero

Nov 6, 2025

City Council President Harjo
160 South 3rd East
Mountain Home, Idaho 83647

Dear Mr. Harjo:

Thank you, Mayor Sykes, and other Council Members for letting me present to the City Council on October 28 regarding the radio frequency at the Mountain Home airport.

After our meeting I asked my staff to work with the FAA to seek funds for an improved weather reporting system and potentially one with its own radio frequency. As we discussed, these funds would be part of the Capital Improvement Program which is planned several years in advance. Potentially the FAA would pay for most of the installation with the State helping to fund the required match.

I would like to offer my staff's assistance if the city chooses to change the radio frequency at the Mountain Home airport. I recommend changing the frequency to one of the others identified by the FAA for use with airports that use UNICOM frequencies. With increasing air traffic in southwestern Idaho, radio congestion will increase and potentially impact the ability of pilots to communicate with one another. Although an aircraft radio isn't required by regulation (a legacy of vintage aircraft which might not have electrical systems), almost every airplane in use today has a radio and a pilot should use it to increase safety.

The Mountain Home airport's central location between several other airports offers an easy way to reduce radio congestion throughout southwest Idaho. Most importantly pilots at Mountain Home will be better able to communicate with one another to make operations safer at your airport.

If you have any questions, please don't hesitate to contact me. Thank you again for allowing me to present to you last week.

Sincerely,

Tom Mahoney
Administrator
Idaho Division of Aeronautics

208-334-8788 office
thomas.mahoney@itd.idaho.gov

CC:
Tom Hoegg, Mountain Home Airport Manager



P.O. Box 10 • Mountain Home, ID 83647
www.mountain-home.us

November 6, 2025

RE: Railroad Park Project – City-Identified Responsibilities

City Council Meeting: October 14, 2025 (Item Tables)

City Council Meeting: October 28, 2025 & November 12, 2025

Mayor and City Council members,

This memo is provided in response to the City Council's request for project cost data related to the City's identified responsibilities within the Railroad Park Project.

The figures presented were provided by GUHO Construction Management as part of the project estimate completed in March 2025. These numbers reflect costs identified outside the public sector and are based on contractor and subcontractor estimates obtained during project development.

Each item is referenced by the corresponding task identifier listed on the left-hand side of the GMP 1 Budget Breakdown for ease of review and comparison.

This information is intended to assist the Council in understanding the anticipated City-funded portions of the project. All amounts should be considered preliminary until final procurement and contracting are completed.

Respectfully,

Tiffany Belt
City Clerk

T (208) 587-2104
tbelt@mountain-home.us

31-2316	Excavation		\$11,126.00		
02-4113	Demo Site		\$50,690.00		
32-1100	Base Course		\$120,600.00		
		Street	\$182,416.00	Total	
32-9223	Sodding		\$9,636.00		
32-9100	Lanscaping		\$26,250.00		
32-9313	Ground Covers		\$62,011.00		
01-5600	Temp Barriers & Enclosures		\$4,500.00		
01-7419	Waste MGMT & Disposal		\$4,000.00		
		Parks	\$106,397.00	Total	
33-1000	Water Utilities		\$4,500.00		
		Water	\$4,500.00	Total	
33-3000	Sanitary Sewer		\$17,620.00		
33-4000	Stormwater Drainage		\$211,115.00		
		Wastewater	\$228,735.00	Total	
		Total City in-kind	\$522,048.00		

MOUNTAIN HOME RAILROAD PARK

GMP 1 BUDGET

REV 1: 10/07/2025

DESCRIPTION		VENDOR		TOTAL		
01. BUILDNG				\$	625,741	
03-0010	CONCRETE					
	4" Interior Concrete Slab- Subcontractor	Ytuarte	555 sf			6,020
	4" Exterior Concrete Slab- Subcontractor	Ytuarte	1,563 sf			16,954
03-3000	CAST-IN-PLACE CONCRETE					
	Concrete Foundations- Subcontractor	Ytuarte	1 ls			6,360
	Concrete Foundations CMU Wall- Subcontractor	Ytuarte	1 ls			1,080
03-3543	POLISHED CONCRETE					
	Polished Concrete Subcontractor	Roe Painting	532 sf			8,638
04-2113	BRICK MASONRY					
	Brick Veneer- Subcontractor	TMC Masonry	1 ls			53,132
04-2210	CMU MASONRY					
	CMU Screen Wall- Subcontractor	TMC Masonry	1 ls			8,549
06-1053	MISC ROUGH CARPENTRY					
	Wood Framing- Subcontractor	BT Construction	1 ls			19,600
	Lumber Package and Trusses	BT Construction	1 ls			43,900
	Telehandler Rental + Delivery Pickup		1 mth			5,000
06-2013	EXTERIOR FINISH CARPENTRY					
	Siding and Trim	BT Construction	1 ls			79,550
07-0015	ROOFING SUBCONTRACTOR					
	Roof Ice and Water Shield	Madison Roofing	1 ls			5,900
	Metal Zee Lock Roofing	Madison Roofing	1 ls			44,840
07-1200	WATERPROOFING					
	Liquid Applied Water Proofing	Allowance	1,300 sf			7,475
07-2113	FOAM BOARD INSULATION					
	Foundation Insulation- Subcontractor	Ytuarte	1 ls			1,069
07-2616	BELOW-SLAB VAPOR RETARDERS					
	Vapor Barrier for Concrete Slab GC Budget	Allowance	570 sf			1,311
08-1000	Doors Frames & Hardware					
	Supply HM Door and Frames	ABS	3 ea			7,358
	Install HM Door and Frames	ABS	3 ea			1,140
08-4100	Entrances and Storefront					
	Aluminum Storefront Subcontractor	Fast Glass	186 sf			18,989
09-2116	GYPSUM BOARD ASSEMBLIES					
	Drywall, AC Ceiling, Insulation	Northwest Interiors	1 ls			15,302
09-3013	TILE					
	Ceramic Tile Restrooms Walls GC Budget	Great Floors	1 ls			12,208
09-6000	FLOORING					
	4" Vinyl Base GC Budget	Great Floors	1 lf			334
09-9000	PAINTING					
	Painting- Subcontractor	AA Action Painting	1 ls			15,625
	Painting- Concrete Columns	AA Action Painting	1 ls			1,785
10-1400	SIGNAGE					
	Signage Supply and Install	Advanced Sign	2 ea			9,160
10-2800	Restroom Hardware					
	Restroom Hardware Install Labor	SBI	1 ls			1,340
	Restroom Accessories Package	SBI	1 ls			4,995
10-4116	EMERGENCY KEY CABINET					
	Knox Box	SBI	1 ea			1,264

MOUNTAIN HOME RAILROAD PARK

GMP 1 BUDGET

REV 1: 10/07/2025

DESCRIPTION					VENDOR		TOTAL	
10-4416	FIRE EXTINGUISHERS							
	Fire Extinguisher Cabinets 5# Semi Recessed	SBI	1	ea			255	
	Fire Extinguishers 5# w/ Hook Supply & Install	SBI	1	ea			139	
22-0010	PLUMBING SUBCONTRACTOR							
	PLUMBING SUBCONTRACTOR	Paige Mech	1	sf			65,541	
	Yard Hydrants	Paige Mech	2	ea			4,079	
23-0010	HVAC SUBCONTRACTOR							
	HVAC SUBCONTRACTOR	Drake Mech	1	sf			30,549	
26-0010	ELECTRICAL SUBCONTRACTOR							
	Building Electrical Package	Power Plus	1	sf			115,000	
	Irrigation Controller Power Supply	Power Plus	1	sf			11,300	
31-2316	EXCAVATION							
	<i>Excavation and Backfill Building Footing</i>	<i>City of Mountain Home</i>	<i>114</i>	<i>lf</i>				
	<i>Over Excavation & Structural Fill</i>	<i>City of Mountain Home</i>		<i>cy</i>				
	<i>Excavate Column Footing 5x5x1.5</i>	<i>City of Mountain Home</i>	<i>6</i>	<i>ea</i>				
	<i>Building Pad Prep</i>	<i>City of Mountain Home</i>	<i>1,685</i>	<i>sf</i>				
02. SITEWORK							\$	549,435
02-4113	DEMO-SITE							
	<i>Demo Hardscapes</i>	<i>City of Mountain Home</i>	<i>5,385</i>	<i>sf</i>				
	<i>Demo Landscape</i>	<i>City of Mountain Home</i>	<i>11,000</i>	<i>sf</i>				
	<i>Irrigation Patch/Repair</i>	<i>City of Mountain Home</i>	<i>1</i>	<i>allow</i>				
	Demo Asphalt at 3rd Street		7,286	sf			25,501	
05-0010	METALS SUBCONTRACTOR							
	Metal Panels	Allowance	300	LF			45,000	
	Foundation	Allowance	300	LF			15,000	
	Foundation Excavation	Allowance	300	LF			4,500	
05-5200	METAL RAILINGS							
	Railing	Allowance	4	ea			12,500	
12-9300	SITE FURNISHINGS							
	Bollard Collapsible	MaxiForce	2	ea			2,406	
	Bollard Decorative	Landscape Forms	3	ea			2,271	
	Bollard Foundations and Install	ALLOWANCE	5	ea			3,750	
	Bike Rack		4	ea			2,598	
	Trash Receptacle		1	ea			1,953	
26-0010	ELECTRICAL SUBCONTRACTOR							
	ST1- Seat Lights	Power Plus	1	ea			21,000	
	PL 3 (Prep for GOBO)	Power Plus	6	ea			51,570	
	BL 1 Path Light Single Head	Power Plus	2	ea			16,790	
	BL 2 Path Light Double Head	Power Plus	1	ea			9,540	
	BL 3 Path Light 12'	Power Plus	2	ea			20,040	
31-2317	TRENCHING							
	Trenching	Allowance	450	lf			13,554	
32-1100	BASE COURSE							
	<i>Stair Prep</i>	<i>City of Mountain Home</i>	<i>72</i>	<i>lf</i>				
	<i>Excavation to Subgrade</i>	<i>City of Mountain Home</i>		<i>sqft</i>				
	<i>Sidewalk Prep Section (6")</i>	<i>City of Mountain Home</i>	<i>15,287</i>	<i>sqft</i>				
32-1623	SIDEWALKS							
	Standard Concrete	Ytuarte	3,930	sf			31,014	
	Dec. Concrete Paving Type 1	Ytuarte	1,560	sf			9,173	

MOUNTAIN HOME RAILROAD PARK

GMP 1 BUDGET

REV 1: 10/07/2025

DESCRIPTION		VENDOR		TOTAL
	Dec. Concrete Paving Type 2	Ytuarte	183 sf	919
	Dec. Concrete Paving Type 3	Ytuarte	2,138 sf	23,193
	HD Concrete 6"	Ytuarte	3,198 sf	28,416
	HD Dec Paving Type 1	Ytuarte	1,530 sf	19,098
	HD Dec Paving Type 2	Ytuarte	2,095 sf	32,116
32-1813	SYNETHIC GRASS			
	Artificial Turf	Syn Lawn	803 sf	20,785
32-3200	RETAINING WALLS			
	Metal Panels @ Planters	Allowance	91 LF	27,300
	Concrete Steps	Ytuarte	1 lf	6,300
32-3343	SITE SEATING & TABLES			
	Picnic Table	Landscape Forms	11 ea	74,129
	Bench	Landscape Forms	1 ea	1,972
	Table and Chairs	Landscape Forms	7 ea	4,547
32-9223	SODDING			
	Sod Areas	City of Mountain Home	2,825 sf	
32-9313	GROUND COVERS			
	Plantings	City of Mountain Home	1 ea	
	Compacted Gravel Base	City of Mountain Home	96 sf	
	Rock Ground Cover 3-6" Size	City of Mountain Home	2,555 sf	
	Rock Ground Cover 1"	City of Mountain Home	2,264 sf	
	Bark Ground Cover	City of Mountain Home	82 sf	
33-1000	WATER UTILITIES			
	1" Water Meter	City of Mountain Home	1 ea	
33-3000	SANITARY SEWER			
	4" Sewer Line	City of Mountain Home	227 lf	
	Sewer Main Holes 8'	City of Mountain Home	1 ea	
33-4000	STORMWATER DRAINAGE			
	1,000 gal Sand/Grease Trap	City of Mountain Home	2 ea	
	48" Catch Basin	City of Mountain Home	3 ea	
	12" Storm Drain Pipe	City of Mountain Home	319 lf	
	8" Storm Drain Pipe	City of Mountain Home	241 lf	
	6" Storm Drain Pipe	City of Mountain Home	51 lf	
	4" Storm Drain Pipe	City of Mountain Home	30 lf	
	4" Storm Drain Pipe Perf	City of Mountain Home	54 lf	
	Seepage Bed	City of Mountain Home	777 cy	
	Drop Inlet Catch Basins	Ytuarte	9 ea	22,500
	Catch Basin Nero Plast	City of Mountain Home	3 ea	
	Catch Basin Nero Plast	City of Mountain Home	1 ea	
03. PLAY AREA				\$ 390,942
11-6800	Play Field Equip Structures			
	Swing Set	Sonntag Rec	1 ea	12,600
	Climber Slide	Sonntag Rec	1 ea	42,500
	Climbing Structure	Sonntag Rec	1 ea	66,000
	Foundations	Allowance	1 ea	15,000
12-9300	SITE FURNISHINGS			
	Umbrella 12x12	Landscape Forms	3 ea	15,695
	Umbrella 12x12 Install	Allowance	3 ea	7,500
	Shade Sail Structure	Sonntag Rec	1 ea	20,500

MOUNTAIN HOME RAILROAD PARK

GMP 1 BUDGET

REV 1: 10/07/2025

DESCRIPTION					VENDOR		TOTAL	
	Shade Sail Structure Install	Allowance	1	ea			21,000	
	Bollard Collapsible	MaxiForce	2	ea			2,406	
	Bollard Decorative	Landscape Forms	4	ea			3,027	
	Bollard Foundations and Install	Allowance	6	ea			4,500	
	Bike Rack	Landscape Forms	3	ea			1,949	
	Trash Receptacle	Landscape Forms	2	ea			3,906	
	Umbrella 12x12 Foundation	Allowance	3	ea			7,500	
26-0010	ELECTRICAL SUBCONTRACTOR							
	ST1- Step Lights	Power Plus	1	ea			23,000	
	BL 1 Path Light Single Head	Power Plus	5	ea			41,975	
32-1100	BASE COURSE							
	<i>Sidewalk Prep Section (6")</i>	<i>City of Mountain Home</i>	<i>6,191</i>	<i>sqft</i>				
32-1613	CURB & GUTTER							
	Containment Curb	Ytuarte	33	lf			1,188	
32-1623	SIDEWALKS							
	Standard Concrete	Ytuarte	1,617	sf			12,761	
	Dec. Concrete Paving Type 1	Ytuarte	77	sf			453	
	HD Dec Paving Type 1	Ytuarte	144	sf			1,797	
	HD Dec Paving Type 2	Ytuarte	1,019	sf			15,621	
32-1813	SYNETHIC GRASS							
	Play mounds	Allowance	1	sf			22,241	
	Artificial Turf with Safety Pad	Syn Lawn	3,219	sf			30,000	
	Artificial Turf	Syn Lawn	365	sf			9,448	
32-3100	FENCES & GATES							
	Site Fencing	Allowance	32	lf			4,431	
32-3343	SITE SEATING & TABLES							
	Bench	Landscape Forms	2	ea			3,944	
32-9313	GROUND COVERS							
	<i>Bark Ground Cover</i>	<i>City of Mountain Home</i>	<i>344</i>	<i>sf</i>				
11. ITD WORK							\$	170,322
01-5529	TRAFFIC CONTROL							
	Traffic Control Allowacne	Allowance	1	allow			15,000	
02-4113	DEMO-SITE							
	Demo for ITD	Allowance	2,926	sf			14,630	
10-1400	SIGNAGE							
	ITD Signage	Allowance	1	allow			10,000	
12-9300	SITE FURNISHINGS							
	Trash Receptacle	Landscape Forms	2	ea			3,906	
31-2217	CURB PREP							
	Curb & Gutter Prep	Allowance	777	sf			7,770	
32-1100	BASE COURSE							
	<i>Sidewalk Prep Section (6")</i>	<i>City of Mountain Home</i>	<i>2,875</i>	<i>sqft</i>				
32-1216	ASPHALT PAVING							
	Asphalt Paving 2-1/2"	Allowance	16,102	sf			24,153	
32-1613	CURB & GUTTER							
	Curb and Gutter	Ytuarte	232	lf			8,437	
	Vert Curb	Ytuarte	8	lf			288	
32-1623	SIDEWALKS							

MOUNTAIN HOME RAILROAD PARK

GMP 1 BUDGET

REV 1: 10/07/2025

DESCRIPTION							VENDOR		TOTAL	
		Standard Concrete	Ytuarte	950	sf				7,497	
		Dec. Concrete Paving Type 1	Ytuarte	120	sf				706	
		Dec. Concrete Paving Type 2	Ytuarte	964	sf				4,841	
		Dec. Concrete Paving Type 3	Ytuarte	284	sf				3,081	
		HD Concrete 6"	Ytuarte	205	sf				1,822	
32-1726		TACTILE WARNING SURFACES								
		Ped Ramp ITD	Ytuarte	4	ea				12,000	
32-9223		SODDING								
		Sod Areas	City of Mountain Home	67	sf					
32-9313		GROUND COVERS								
		Rock Ground Cover 3-6" Size	City of Mountain Home	480	sf					
		Rock Ground Cover 1"	City of Mountain Home	990	sf					
		Bark Ground Cover	City of Mountain Home	41	sf					
34-4000		TRANSPORTATION SIGNALING								
		Solar Ped Crossing Signs		3	ea				56,191	
04. WATER PLAY AREA									\$	419,068
12-9300		SITE FURNISHINGS								
		Shade Sail Structure	Sonntag Rec	1	ea				20,500	
		Shade Sail Structure Install	Allowance	1	ea				21,000	
		Bollard Decorative	Landscape Forms	2	ea				1,514	
		Bollard Foundations and Install		2	ea				1,500	
		Bike Rack		5	ea				3,248	
		Trash Receptacle		3	ea				5,859	
13-1200		Fountain								
		Stone Boulder	Sonntag Rec	1	ls				10,770	
		AquaLogs	Sonntag Rec	1	ls				24,105	
		Aquafall	Sonntag Rec	1	ls				41,350	
		Stone Cluster	Sonntag Rec	1	ls				27,000	
		Creativi- Trees I	Sonntag Rec	1	ls				35,000	
		Meander Water Feature	Sonntag Rec	1	ls				75,000	
		Controller	Sonntag Rec	1	ls				22,260	
		Pump House Enclosure	Sonntag Rec	1	ls				13,780	
		Installation	Sonntag Rec	1	ls				38,000	
		Trench Drian	Ytuarte	50	lf				1,613	
26-0010		ELECTRICAL SUBCONTRACTOR								
		BL 1 Path Light Single Head	Power Plus	1	ea				8,395	
32-1100		BASE COURSE								
		Sidewalk Prep Section (6")	City of Mountain Home	4,835	sqft					
32-1613		CURB & GUTTER								
		Containment Curb	Ytuarte	43	lf				1,548	
32-1623		SIDEWALKS								
		Standard Concrete	Ytuarte	1,535	sf				12,114	
		Dec. Concrete Paving Type 1	Ytuarte	2,890	sf				16,993	
		HD Dec Paving Type 1	Ytuarte	221	sf				2,759	
32-3100		FENCES & GATES								
		Site Fencing	Allowance	42	lf				5,816	
32-3200		RETAINING WALLS								
		Seat Wall	Ytuarte	1	lf				25,000	
32-3343		SITE SEATING & TABLES								

MOUNTAIN HOME RAILROAD PARK

GMP 1 BUDGET

REV 1: 10/07/2025

DESCRIPTION					VENDOR		TOTAL	
32-9313	Bench	Landscape Forms	2	ea			3,944	
	GROUND COVERS							
	<i>Rock Ground Cover 3-6" Size</i>	City of Mountain Home	623	sf				
33-1000	WATER UTILITIES							
	<i>1.5" Water Line</i>	City of Mountain Home	90	lf				
05. WATER FOUNTAIN							\$	463,906
13-1200	Fountain							
	Plaza Fountain Package	Sonntag Rec	1	ea			269,215	
	Pump House Electrical	Power Plus	1	ea			10,400	
	Trench Drian	Ytuarte	43	lf			1,387	
26-0010	ELECTRICAL SUBCONTRACTOR							
	PL 3 (Prep for GOBO)	Power Plus	2	ea			17,190	
	BL4- Path Light 4'	Power Plus	1	ea			14,520	
32-1100	BASE COURSE							
	<i>Sidewalk Prep Section (6")</i>	City of Mountain Home	3,324	sqft				
32-1623	SIDEWALKS							
	Standard Concrete	Ytuarte	938	sf			7,402	
	Dec. Concrete Paving Type 1	Ytuarte	94	sf			553	
	HD Concrete 6"	Ytuarte	1,253	sf			11,134	
	HD Dec Paving Type 1	Ytuarte	971	sf			12,120	
32-3343	SITE SEATING & TABLES							
	Swing Benches	LANDSCAPE FORMS	3	ea			119,985	
32-9100	LANDSCAPING							
	<i>Boulders</i>	City of Mountain Home	14	ea				
32-9313	GROUND COVERS							
	<i>Rock Ground Cover 3-6" Size</i>	City of Mountain Home	709	sf				
06. FESTOON LIGHTING AREA							\$	199,622
12-9300	SITE FURNISHINGS							
	Bollard Decorative	Landscape Forms	8	ea			6,055	
	Bollard Foundations and Install		8	ea			6,000	
	Trash Receptacle		2	ea			3,906	
26-0010	ELECTRICAL SUBCONTRACTOR							
	FL1- FESTOON LIGHTING	Power Plus	15	ea			96,500	
	BL 2 Path Light Double Head	Power Plus	1	ea			9,540	
32-1100	BASE COURSE							
	<i>Sidewalk Prep Section (6")</i>	City of Mountain Home	6,740	sqft				
32-1623	SIDEWALKS							
	Standard Concrete	Ytuarte	924	sf			7,292	
	Dec. Concrete Paving Type 1	Ytuarte	1,666	sf			9,796	
	HD Dec Paving Type 1	Ytuarte	824	sf			10,285	
32-3343	SITE SEATING & TABLES							
	Picnic Table	Landscape Forms	6	ea			40,434	
	Bench	Landscape Forms	3	ea			5,916	
	Table and Chairs	Landscape Forms	6	ea			3,898	
32-9100	LANDSCAPING							
	<i>Boulders</i>	City of Mountain Home	5	ea				
32-9313	GROUND COVERS							
	<i>Compacted Gravel Base</i>	City of Mountain Home	3,334	sf				
	<i>Rock Ground Cover 3-6" Size</i>	City of Mountain Home	904	sf				

MOUNTAIN HOME RAILROAD PARK

GMP 1 BUDGET

REV 1: 10/07/2025

DESCRIPTION		VENDOR		TOTAL
	<i>Bark Ground Cover</i>	<i>City of Mountain Home</i>	86 <i>sf</i>	
07. CMU SOUND WALL				\$ 249,988
02-4113	DEMO-SITE			
	<i>Demo Chain-link Fence</i>	<i>City of Mountain Home</i>	760 <i>lf</i>	
04-0010	MASONRY			
	CMU Wall	TMC Masonry	1 ls	168,708
	<i>Excavation and Backfill</i>	<i>City of Mountain Home</i>	<i>lf</i>	
	CMU Wall Foundation 12'	Ytuarte	1 lf	30,458
	CMU Wall Foundation 10'	Ytuarte	1 lf	36,572
05-0010	METALS SUBCONTRACTOR			
	Metal Panel	Allowance	75 lf	14,250
08. CABOOSE UPGRADES				\$ 14,575
12-9300	SITE FURNISHINGS			
	Trash Receptacle		1 ea	1,953
32-1100	BASE COURSE			
	<i>Sidewalk Prep Section (6")</i>	<i>City of Mountain Home</i>	506 <i>sqft</i>	
32-1613	CURB & GUTTER			
	Containment Curb	Ytuarte	68 lf	2,448
32-1623	SIDEWALKS			
	Standard Concrete	Ytuarte	61 sf	481
32-3100	FENCES & GATES			
	Site Fencing	Allowance	70 lf	9,693
32-9313	GROUND COVERS			
	<i>Rock Ground Cover 1"</i>	<i>City of Mountain Home</i>	1,176 <i>sf</i>	
	<i>Bark Ground Cover</i>	<i>City of Mountain Home</i>	188 <i>sf</i>	
09. SOUTH PARKING LOT				\$ 280,148
02-4113	DEMO-SITE			
	Asphalt Paving 2-1/2"		6,010 sf	21,035
26-0010	ELECTRICAL SUBCONTRACTOR			
	PL 1	Power Plus	5 ea	67,366
	PL 2	Power Plus	3 ea	44,886
	BL 1 Path Light Single Head	Power Plus	4 ea	33,580
	ITD Streetlight Work	Power Plus	1 ea	4,800
31-2217	CURB PREP			
	Curb & Gutter Prep		2,820 sf	28,200
32-1100	BASE COURSE			
	<i>Sidewalk Prep Section (6")</i>	<i>City of Mountain Home</i>	1,977 <i>sqft</i>	
32-1216	ASPHALT PAVING			
	Asphalt Paving 2-1/2"		13,625 sf	20,438
32-1613	CURB & GUTTER			
	Curb and Gutter	Ytuarte	986 lf	35,856
	Vert Curb	Ytuarte	21 lf	756
32-1623	SIDEWALKS			
	Standard Concrete	Ytuarte	1,948 sf	15,373
32-1726	TACTILE WARNING SURFACES			
	Ped Ramp Type A	Ytuarte	2 ea	3,000
32-9223	Sodding			
	<i>Sod Areas</i>	<i>City of Mountain Home</i>	1,224 <i>sf</i>	
32-9313	GROUND COVERS			

MOUNTAIN HOME RAILROAD PARK

GMP 1 BUDGET

REV 1: 10/07/2025

DESCRIPTION		VENDOR		TOTAL
	<i>Rock Ground Cover 3-6" Size</i>	City of Mountain Home	1,215 sf	
	<i>Bark Ground Cover</i>	City of Mountain Home	2,383 sf	
32-9413	Landscape Curbs			
	Ribbon Curb Prep		195 sf	1,950
	Ribbon Curb	Ytuarte	65 lf	2,908
10 NORTH PARKING LOT				\$ 202,687
26-0010	ELECTRICAL SUBCONTRACTOR			
	PL 1	Power Plus	4 ea	53,892
	PL 2	Power Plus	2 ea	29,924
	BL 1 Path Light Single Head	Power Plus	4 ea	33,580
31-2217	CURB PREP			
	Curb & Gutter Prep		2,331 sf	23,310
32-1100	BASE COURSE			
	<i>Sidewalk Prep Section (6")</i>	City of Mountain Home	1,234 sqft	
32-1216	ASPHALT PAVING			
	Asphalt Paving 2-1/2"		5,958 sf	8,937
32-1613	CURB & GUTTER			
	Curb and Gutter	Ytuarte	745 lf	27,092
	Vert Curb	Ytuarte	34 lf	1,224
32-1623	SIDEWALKS			
	Standard Concrete	Ytuarte	1,311 sf	10,346
32-1726	TACTILE WARNING SURFACES			
	Ped Ramp Type A	Ytuarte	1 ea	1,500
	Ped Ramp Type B	Ytuarte	1 ea	6,000
	Directional Tiles	Ytuarte	9 sf	1,800
32-9313	GROUND COVERS			
	<i>Rock Ground Cover 3-6" Size</i>	City of Mountain Home	480 sf	
	<i>Bark Ground Cover</i>	City of Mountain Home	1,184 sf	
32-9413	Landscape Curbs			
	Ribbon Curb Prep		204 sf	2,040
	Ribbon Curb	Ytuarte	68 lf	3,042
12. SITE FURNISHINGS				\$ 72,328
12-9300	SITE FURNISHINGS			
	Fire Pit Table	Allowance	1 ea	15,000
	Fire Pit Gas Line	Paige Mech	1 ea	3,758
	Fire Pit Electrical	Power Plus	1 ea	6,040
26-0010	ELECTRICAL SUBCONTRACTOR			
	Future EV Charger Rough IN	Power Plus	1 ea	14,937
	GOBO PROJECTORS Install Only	Power Plus	1 ea	18,900
32-3343	SITE SEATING & TABLES			
	Chairs	Landscape Forms	6 ea	13,693
00. GENERAL CONDITIONS				\$ 405,416
01-3109	CONSTRUCTION MANAGER			
	Construction Manager		300 HR	44,100
01-3110	PROJECT MANAGEMENT			
	Project Manager		300 hr	38,400
01-3111	PROJECT SUPERVISION			
	Superintendent		1,200 hr	133,200
01-3112	PROJECT ENGINEER			

MOUNTAIN HOME RAILROAD PARK

GMP 1 BUDGET

REV 1: 10/07/2025

DESCRIPTION		VENDOR	TOTAL	
01-3223	Project Engineer /Assistant Project Manager		500 hr	49,000
	SURVEY AND LAYOUT			
	Total Station/GPS + Data Collector		6 mths	35,000
	Construction Staking and Survey	The Land Group	1 ls	15,000
01-5200	CONSTRUCTION FACILITIES			
	Field Office Delivery/Pickup		2 ea	1,500
	Job Trailer		6 mth	6,600
	Temp Power Setup		1 ea	1,000
	Field Office Furniture and Technology Package		6 mth	3,000
	Temp Power for Building		6 ea	1,500
	Portable Toilet		12 mth	2,340
01-5400	CONSTRUCTION AIDS			
	General Labor		600 hr	31,776
	Forklift 5K		6 mth	18,000
01-5600	TEMP BARRIERS AND ENCLOSURES			
	Chain-link Temp Panels 450 lf	City of Mountain Home	2,200 lf	
01-7419	WASTE MANAGEMENT AND DISPOSAL			
	Trash Disposal	City of Mountain Home	8 mth	
01-2119	TESTING AND INSPECTIONS			
	3rd Party Testing and Inspection	Allowance		25,000
TOTAL COST			3,638,762	\$ 4,044,178
CONTINGENCY			10.0%	404,418 \$ 4,448,596
BOND			1.09%	48,490 \$ 4,497,085
CM/GC Fee			10.00%	449,709 \$ 4,946,794
TOTAL				\$ 4,946,794

CITY-BANK PARK DONATION AND BRANDING AGREEMENT

This Donation and Branding Agreement ("Agreement") is entered into this _____ day of _____, 2025, by and between the City of Mountain Home, an Idaho municipal corporation ("City"), and Pioneer Federal Credit Union, an Idaho banking corporation ("PFCU" or "Bank") collectively the "Parties".

RECITALS

WHEREAS, the City owns and maintains certain public park property known as Railroad Park ("Park");

WHEREAS, the City desires to improve, enhance, and maintain the Park for public use and enjoyment;

WHEREAS, the Bank desires to contribute funds toward the creation and/or improvement of the Park and to receive public recognition for its contribution through limited branding and acknowledgment signage within the Park; and

WHEREAS, the City finds that acceptance of such donation and providing recognition serves a public purpose by encouraging civic engagement and community improvement.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, the parties agree as follows:

1. DONATION

1.1 Amount and Purpose. The Bank agrees to donate the sum of two million dollars (\$2,000,000.00) ("Donation") to the City for the purpose of funding the, construction, and/or improvement of the Railroad Park Plaza project Railroad Park.

1.2 Payment. The Donation shall be paid in full to the City no later than (Suggestion) August 1, 2026, payable to City of Mountain Home, and deposited in the General Fund, line item dedicated to park improvement.

1.3 Use of Funds. The City shall use the Donation solely for the Railroad Park improvements as described herein, and shall retain full control and discretion over project design, construction, permitting, and ongoing maintenance.

2. RECOGNITION AND BRANDING

2.1 Acknowledgment Signage.

In recognition of the Bank's contribution, the City agrees to allow the Bank to or fund certain branding improvements, those improvements as identified on Exhibit A, attached hereto and incorporated herein as

if stated in full at appropriate locations within the Park, subject to City's required written approval. Some basic potential examples subject to final approval by the City include:

2.1.a Renaming the Plaza to "Pioneer Plaza Park".
to "Pioneer Railroad Park".

2.1.b Incorporating the "PFCU Blue" color into approved elements of the Park as approved by the City of Mountain Home.

2.1.c Use the Blue "PFCU Blue" color for umbrella, sail, or canopy fabrics.

2.1.d. Placement of the "P Star" logos on the Depot building.

2.1.e Stamped "P Star" logos in the concrete areas, playground features, or seating areas.

2.1.f Incorporation of Bank name and logo along the back fence areas in coordination with local artists' renderings.

2.1.g Adjusting the "Mountain Home" sign within the Park to a blue tone, as approved by the City.

2.2 Design Approval.

All design concepts and said improvements must be reviewed and approved in writing by the City prior to installation. The signage may include the Bank's name and logo, but shall not include slogans, product promotions, or advertising language.

2.3 Term of Display.

The improvements may remain in place for a period of fifteen (15) years from the date of installation, unless otherwise agreed in writing.

2.4 Exclusivity.

The acknowledgment does not grant the Bank exclusive rights to naming, advertising, or use of the Park, with the exception of other banks/credit unions. Other donors unrelated to banking may be recognized in a similar manner, as determined by the City.

2.5 Maintenance.

Bank shall maintain the PFCU improvements in good condition consistent with City standards. In the event the Bank fails to do so, the City may, after

reasonable notice, remove or replace any dilapidated improvements and may solicit replacement contributions from other entities.

3. CITY RESPONSIBILITIES

The City shall:

- Manage all design, permitting, and installation work;
- Publicly acknowledge the Bank's contribution in any press releases, website content, or dedication ceremonies related to the Park improvements, as appropriate.

4. NO ENDORSEMENT

The City's acknowledgment of the Bank's contribution does not constitute an endorsement or sponsorship of the Bank's products or services. All recognition shall comply with applicable municipal ordinances, policies, and public signage regulations.

5. TERM AND TERMINATION

This Agreement shall remain in effect for the duration of the signage display term unless terminated earlier by mutual written agreement or by the City for cause, including noncompliance with the terms of this Agreement.

6. MISCELLANEOUS

6.1 Entire Agreement. This Agreement constitutes the entire understanding between the parties regarding the subject matter and supersedes all prior discussions or agreements.

6.2 Amendments. Any amendment must be in writing and signed by both parties.

6.3 Governing Law. This Agreement shall be governed by and construed in accordance with the laws of the State of Idaho.

6.4 Notices. All notices under this Agreement shall be in writing and delivered to:

City: City of Mountain Home
Attention: Office of City Clerk
P.O. Box 10
Mountain Home, ID 83647

Bank: [Bank Contact, Address]

6.5 Counterparts. This Agreement may be executed in counterparts and by electronic signature, each of which shall be deemed an original.

7. INDEMNITY AND INSURANCE.

Bank shall indemnify and hold the City harmless from all claims, judgments, and demands of any persons or parties whatsoever, on account of injuries or occurrences in, on, or about the improvements installed by Bank.

Bank shall maintain in full force and effect a policy or policies of comprehensive public liability and property damage insurance covering any injuries, damages, or occurrences mentioned in this Agreement in the amount of not less than \$1,000,000.00 combined single limit for bodily injury, property damage, and general liability with \$2,000,000.00 aggregate.

IN WITNESS WHEREOF, the parties have hereunto set their hands and seals the day and year in this agreement first above written.

(Signature Page to follow)

CITY OF MOUNTAIN HOME, IDAHO
a municipal corporation

(SEAL)

By _____
Rich Sykes, Mayor

ATTEST:

By _____
Tiffany Belt, City Clerk

PIONEER FEDERAL CREDIT UNION

STATE OF IDAHO,)
) ss.
COUNTY OF _____,)

On this _____ day of _____, 20____, before me, the undersigned, a Notary Public in and for said state, personally appeared Mayor, Rich Sykes, and City Clerk, Tiffany Belt, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same.

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: _____

STATE OF IDAHO,)
) ss.
COUNTY OF _____)

On this _____ day of _____, 20____, before me, the undersigned, a
Notary Public in and for said state, personally appeared
_____, known to me to be the person whose name is
subscribed to the foregoing instrument, and acknowledged to me that he executed the
same.

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- Park Design



THIS GRAPHIC REPRESENTS A MURAL ON THE MASONRY WALL. THE MURAL BEHIND THE GATHERING AREA COULD RECOGNIZE PFCU

THIS GRAPHIC REPRESENTS A MURAL ON THE MASONRY WALL. THE MURAL BEHIND THE PLAY AREA COULD RECOGNIZE PFCU

PIONEER DEPOT PLACE NAME. COULD ADD "COURTESY OF PFCU ON THIS MONUMENT", OR SIMILAR.

PIONEER DEPOT PLACE NAME

PFCU BLUE SAILS AND UMBRELLAS

DONOR RECOGNITION ON WAYFINDING SIGNAGE

UPDATE MOUNTAIN HOME SIGN TO PFCU BLUE.

DONOR RECOGNITION ON WAYFINDING SIGNAGE



THIS GRAPHIC REPRESENTS A MURAL ON THE MASONRY WALL. THE MURAL BEHIND THE PLAY AREA COULD RECOGNIZE PFCU

WALL MOUNTED PFCU LOGO TO COMPLEMENT METAL FINISHES.

PFCU BLUE SWING BENCHES

PFCU BLUE SAILS AND UMBRELLAS

CHRISTMAS TREE METAL LID COVER COULD INCLUDE PFCU LOGO.



THIS GRAPHIC REPRESENTS A MURAL ON THE MASONRY WALL. THE MURAL BEHIND THE GATHERING AREA COULD RECOGNIZE PFCU

PIONEER DEPOT PLACE NAME.

PIONEER DEPOT

PFCU BLUE SAILS AND UMBRELLAS



THIS GRAPHIC REPRESENTS A MURAL ON THE MASONRY WALL. THE MURAL BEHIND THE GATHERING AREA COULD RECOGNIZE PFCU

PFCU BLUE SAILS AND UMBRELLAS

PIONEER DEPOT PLACE NAME. COULD ADD "COURTESY OF PFCU ON THIS MONUMENT", OR SIMILAR.

PIONEER DEPOT
@ RAILROAD PARK

DONOR RECOGNITION SIGNAGE.



PIONEER DEPOT PLACE NAME.

PFCU BLUE SITE FURNISHINGS



WALL MOUNTED PFCU LOGO TO
COMPLEMENT METAL FINISHES.

PIONEER DEPOT PLACE NAME.

PIONEER STATION PLACE NAME.

PFCU BLUE SITE FURNISHINGS



PFCU BLUE SAILS AND UMBRELLAS

UPDATE MOUNTAIN HOME SIGN
TO PFCU BLUE.

WALL MOUNTED PFCU LOGO TO
COMPLEMENT METAL FINISHES.

PIONEER DEPOT PLACE NAME.

PFCU BLUE SWING BENCHES



PFCU BLUE SWING BENCHES

WALL MOUNTED PFCU LOGO TO
COMPLEMENT METAL FINISHES.

THIS GRAPHIC REPRESENTS A
MURAL ON THE MASONRY WALL.
THE MURAL BEHIND THE PLAY
AREA COULD RECOGNIZE PFCU

THIS GRAPHIC REPRESENTS A MURAL ON THE MASONRY WALL. THE MURAL BEHIND THE PLAY AREA COULD RECOGNIZE PFCU

PFCU BLUE SAILS AND UMBRELLAS



PFCU BLUE SAILS AND UMBRELLAS

THIS GRAPHIC REPRESENTS A MURAL ON THE MASONRY WALL. THE MURAL BEHIND THE PLAY AREA COULD RECOGNIZE PFCU

'PIONEER' THEMED MURAL AT PLAY AND GATHERING SPACES AS DONOR RECOGNITION BILLBOARD. COULD BE RUN AS A PUBLIC DESIGN COMPETITION WITH PFCU OVERSIGHT.



INTEGRATE PFCU RECOGNITION IN MURAL.

DONOR MURAL

PFCU RECOGNITION IN CHRISTMAS TREE LID COVER AND MANHOLE COVERS WITH LOGO/BRANDING.



DONOR LID COVERS

PFCU RECOGNITION ON DONOR SIGNAGE. OFFERS OPPORTUNITY FOR ADDITIONAL FUTURE DONOR RECOGNITION. WOULD ALSO RECOGNIZE CURRENT URA AND CITY COUNCIL.



DONOR SIGNAGE



PFCU RECOGNITION IN SITE LIGHT PROJECTIONS. THE PROJECT HAS (6) LIGHT PROJECTORS WITH INTERCHANGABLE LENS FOR SEASONAL/EVENT CHANGES. PFCU BRANDED LENSES CAN BE AQUIRED AT MINIAM COST AND PROJECTED PERIODICALLY THROUGHOUT THE YEAR.

DONOR LIGHT PROJECTIONS

OTHER DONOR RECOGNITION VISUALIZATIONS

Current						4.9% Increase				Tax		2026 Fee	
GREEN FEES													
*Weekday- Monday through Thursday / Weekend - Friday, Saturday, Sunday & Holiday													
9 HOLES	18 HOLES	FEE	Tax	Total									
Adult Weekday*	\$ 20.80		\$ 1.25	\$ 22.05	\$	1.02	\$	21.82	\$ 1.31	\$	23.13		
Adult Weekday*		\$ 29.71	\$ 1.78	\$ 31.49	\$	1.46	\$	31.17	\$ 1.87	\$	33.04		
Adult Weekend*	\$ 29.71		\$ 1.78	\$ 31.49	\$	1.46	\$	31.17	\$ 1.87	\$	33.04		
Adult Weekend*		\$ 35.65	\$ 2.14	\$ 37.79	\$	1.75	\$	37.40	\$ 2.24	\$	39.64		
Junior Rate Age 6 - 18 (9 or 18 holes)		\$ 13.87	\$ 0.83	\$ 14.70	\$	0.68	\$	14.55	\$ 0.87	\$	15.42		
Twilight Fees (9 or 18 holes) <i>Twilight Fees are 2 hours before sunset/7 days a week</i>		\$ 19.81	\$ 1.19	\$ 21.00	\$	0.97	\$	20.78	\$ 1.25	\$	22.03		
GREEN FEES SENIOR RATE STARTING AT AGE 60													
Senior rates ONLY apply Monday through Thursday and excludes all Holidays													
9 HOLES	18 HOLES		Tax	Total									
Senior Rate	\$ 18.81		\$ 1.13	\$ 19.94	\$	0.92	\$	19.73	\$ 1.18	\$	20.92		
Senior Rate		\$ 23.77	\$ 1.43	\$ 25.20	\$	1.16	\$	24.93	\$ 1.50	\$	26.43		
GREEN FEES MILITARY DISCOUNT													
Military rates Weekday- Monday through Thursday / Weekend - Friday, Saturday, Sunday & Holiday													
9 HOLES	18 HOLES		Tax	Total									
Military Rate Weekday	\$ 18.81		\$ 1.13	\$ 19.94	\$	0.92	\$	19.73	\$ 1.18	\$	20.92		
Military Rate Weekday		\$ 23.77	\$ 1.43	\$ 25.20	\$	1.16	\$	24.93	\$ 1.50	\$	26.43		
Military Rate Weekend	\$ 20.80		\$ 1.25	\$ 22.05	\$	1.02	\$	21.82	\$ 1.31	\$	23.13		
Military Rate Weekend		\$ 26.74	\$ 1.60	\$ 28.34	\$	1.31	\$	28.05	\$ 1.68	\$	29.73		
SEASON PASSES *All Passes Cover tournaments and League play greens fee*													
FEE			Tax	Total									
Adult	\$ 734.93		\$ 44.10	\$ 779.03	\$	36.01	\$	770.94	\$ 46.26	\$	817.20		
Adult (1 month Pass)	\$ 133.72		\$ 8.02	\$ 141.74	\$	6.55	\$	140.27	\$ 8.42	\$	148.69		
Weekday Only * Pass is Valid Monday through Friday	\$ 374.39		\$ 22.46	\$ 396.85	\$	18.35	\$	396.85	\$ 23.81	\$	420.66		
Student Pass (age 6-23) (19-23 School ID Req.)	\$ 173.83		\$ 10.43	\$ 184.26	\$	8.52	\$	184.26	\$ 11.06	\$	195.32		
MHHS Golf Team participants *Pass is Valid only during the Idaho High School Activity Association's designated sports season	\$ -		\$ -	\$ -	\$	-							
Punch Cards													
FEE			Tax	Total									
10 Rounds (9 Hole) *PUNCH CARD	\$ 200.08		\$ 12.00	\$ 212.08	\$	9.80	\$	209.88	\$ 12.59	\$	222.48		
10 Rounds (18 Hole) *PUNCH CARD	\$ 267.43		\$ 16.05	\$ 283.48	\$	13.10	\$	280.53	\$ 16.83	\$	297.37		
CART STORAGE & TRAIL FEES													
(Must pay trail fee with tax when renting shed with or without a cart)													
STORAGE	TRAIL FEE		Tax	Total									
All Cart Types	\$ 296.49		\$ 17.79	\$ 314.28	\$	14.53	\$	311.02	\$ 18.66	\$	329.68		
		\$ 233.75	\$ 14.03	\$ 247.78	\$	11.45	\$	245.20	\$ 14.71	\$	259.92		
Total payment				\$ 562.05									
TRAIL FEES (Per Cart)													
FEE			Tax	Total									
Annual Trail Fees (Sticker provided for Cart)	\$ 233.75		\$ 14.03	\$ 247.78	\$	11.45	\$	245.20	\$ 14.71	\$	259.92		
Daily Trail Fees	\$ 19.81		\$ 1.19	\$ 21.00	\$	0.97	\$	20.78	\$ 1.25	\$	22.03		
DAILY CART RENTAL													
FEE			Tax	Total									
Cart Rental per person (9 hole)	\$ 9.90		\$ 0.59	\$ 10.49	\$	0.49	\$	10.39	\$ 0.62	\$	11.01		
Cart Rental per person (18 hole)	\$ 19.81		\$ 1.19	\$ 21.00	\$	0.97	\$	20.78	\$ 1.25	\$	22.03		
Pull Carts (9 or 18 holes)	\$ 3.96		\$ 0.24	\$ 4.20	\$	0.19	\$	4.15	\$ 0.25	\$	4.40		
ANNUAL CART LEASE (Per Seat)													
FEE			Tax	Total									

Annual Cart Lease (Per Seat)	\$ 601.21			\$ 36.07	\$ 637.28	\$ 29.46	\$ 630.67	\$ 37.84	\$ 668.51



Resolution #22-2025R

A RESOLUTION OF THE CITY OF MOUNTAIN HOME, IDAHO, GOLF FEES FOR THE 2026 GOLF SEASON. BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF MOUNTAIN HOME, IDAHO, as follows:

1. GOLF FEES.

The fees for the City of Mountain Home Golf Course were established on November ____, 2025, for the 2026 Golf Season as follows:

Effective as of (DATE) for January 1st, 2026 Season

APPROVED BY CITY COUNCIL ON (DATE)

Public Hearing None (4.9% increase)

* November 12, 2025, City Council meetings discussed the topic, providing staff direction.

Current					
GREEN FEES	9 HOLES	18 HOLES	FEE	Tax	Total
<i>*Weekday- Monday through Thursday / Weekend - Friday, Saturday, Sunday & Holiday</i>					
Adult Weekday*	\$ 21.82			\$ 1.31	\$ 23.13
Adult Weekday*		\$ 31.17		\$ 1.87	\$ 33.04
Adult Weekend*	\$ 31.17			\$ 1.87	\$ 33.04
Adult Weekend*		\$ 37.40		\$ 2.24	\$ 39.64
Junior Rate Age 6 - 18 (9 or 18 holes)			\$ 14.55	\$ 0.87	\$ 15.42
Twilight Fees (9 or 18 holes) <i>Twilight Fees are 2 hours before sunset/7 days a week</i>			\$ 20.78	\$ 1.25	\$ 22.03

GREEN FEES SENIOR RATE STARTING AT AGE 60	9 HOLES	18 HOLES		Tax	Total
<i>Senior rates ONLY apply Monday through Thursday and excludes all Holidays</i>					
Senior Rate	\$ 19.73			\$ 1.18	\$ 20.91
Senior Rate		\$ 24.93		\$ 1.50	\$ 26.43

GREEN FEES MILITARY DISCOUNT	9 HOLES	18 HOLES		Tax	Total
<i>Military rates Weekday- Monday through Thursday / Weekend - Friday, Saturday, Sunday & Holiday</i>					
Military Rate <i>Weekday</i>	\$ 19.73			\$ 1.18	\$ 20.91
Military Rate <i>Weekday</i>		\$ 24.93		\$ 1.50	\$ 26.43
Military Rate <i>Weekend</i>	\$ 21.82			\$ 1.31	\$ 23.13
Military Rate <i>Weekend</i>		\$ 28.05		\$ 1.68	\$ 29.73

SEASON PASSES <i>*All Passes Cover tournaments and League play greens fee*</i>	FEE			Tax	Total
Adult	\$ 770.94			\$ 46.26	\$ 817.20
Adult (1 month Pass)	\$ 140.27			\$ 8.42	\$ 148.69
Weekday Only <i>* Pass is Valid Monday through Friday</i>	\$ 396.85			\$ 23.81	\$ 420.66
Student Pass (age 6-23) (19-23 School ID Req.)	\$ 184.26			\$ 11.06	\$ 195.32

MHHS Golf Team participants <i>*Pass is Valid only during the Idaho High School Activity Association's designated sports season</i>	\$ -			\$ -	\$ -

Punch Cards	FEE			Tax	Total
10 Rounds (9 Hole) *PUNCH CARD	\$ 209.88			\$ 12.59	\$ 222.47
10 Rounds (18 Hole) *PUNCH CARD	\$ 280.53			\$ 16.83	\$ 297.36

CART STORAGE & TRAIL FEES				Tax	Total
<i>(Must pay trail fee with tax when renting shed with or without a cart)</i>	STORAGE	TRAIL FEE			
All Cart Types	\$ 311.02			\$ 18.66	\$ 329.68
		\$ 245.20		\$ 14.71	\$ 259.91
				Total payment	\$ 589.59

TRAIL FEES (Per Cart)	FEE			Tax	Total
Annual Trail Fees (Sticker provided for Cart)	\$ 245.20			\$ 14.71	\$ 259.91
Daily Trail Fees	\$ 20.78			\$ 1.25	\$ 22.03

DAILY CART RENTAL	FEE			Tax	Total
Cart Rental per person <i>(9 hole)</i>	\$ 10.39			\$ 0.62	\$ 11.01
Cart Rental per person <i>(18 hole)</i>	\$ 20.78			\$ 1.25	\$ 22.03
Pull Carts (9 or 18 holes)	\$ 4.15			\$ 0.25	\$ 4.40

ANNUAL CART LEASE (Per Seat)	FEE			Tax	Total
Annual Cart Lease (Per Seat)	\$ 630.67			\$ 37.84	\$ 668.51

PASSED by the City Council of the City of Mountain Home, Idaho on the _____ November, 2025.

APPROVED by the Mayor of the City of Mountain Home, Idaho, on the _____ November, 2025.

Rich Sykes, Mayor

ATTEST: (SEAL)

Tiffany Belt, City Clerk



P.O. Box 10 • Mountain Home, ID 83647
www.mountain-home.us

November 6, 2025

RE: Clarification of Golf Course Lease-Purchase Equipment Budget (24-439-99-20)

City Council Meeting: November 12, 2025

City Council members,

During the FY26 budget process, \$107,925.00 was allocated under account Golf Lease/Purchase Equipment (24-439-99-20) to cover existing and anticipated equipment lease obligations at Desert Canyon Golf Course.

Staff would like to clarify that the following lease-purchase agreements are currently active and include ongoing payment obligations:

Equipment	Annual Lease Obligation	Notes
Collar Mower	\$11,650.00	Active lease-purchase
Ventrac Unit	\$15,505.00	Active lease-purchase
Greens Sprayer	\$18,139.00	Active lease-purchase
Golf Cart Fleet	\$49,000.00	Active lease-purchase
Subtotal	\$94,294.00	
Allocated Funds FY26	\$107,925.00	
Fund Balance after FY26 payment	\$13,631.00	

In addition to the existing obligations, staff is anticipating a new lease-purchase agreement for replacement Fairway and Greens mowers totaling \$28,075.00 for FY26. This lease will replace equipment whose term concluded in FY25 and is necessary to maintain reliable course operations and turf conditions. A memo and a copy of the vendor proposal are included for Council's reference.

With the addition of this new lease, total projected lease-purchase commitments for FY26 under this budget line will amount to approximately \$122,369.00, exceeding the current budget allocation by \$14,444.00.

Staff recommends using available funds from the Equipment Inventory account (24-439-99-10) \$10,000.00 and HVAC/Interior repairs (24-439-99-00) \$7,500.00 to offset this shortfall, ensuring all lease obligations are met without operational disruption.

Furthermore, staff notes that the following equipment identified in the Golf Course Capital Improvement Plan (CIP) will not be purchased in FY26 due to insufficient available funds under this account line:

Equipment	Estimated Cost	Status
Echo Robot	\$14,880.00	Deferred – no available funds
Toro Spray Rig	\$16,898.00	Deferred – no available funds

These items will remain identified in the Golf CIP for potential consideration in future budget cycles, contingent upon funding availability and City Council approval. Please reach out w

Respectfully,
City Staff



P.O. Box 10 • Mountain Home, ID 83647
www.mountain-home.us

November 6, 2025

RE: Lease Purchase – Fairway and Greens Mowers (72-Month Term)

City Council Meeting: November 12, 2025

City Council members,

The prior lease for the fairway and greens mowers at Desert Canyon Golf Course concluded in February 2025, with the vendor scheduled to retrieve the existing equipment in late November 2025. Under the terms of the existing lease agreement, the City has the option to purchase the current equipment at market value. The vendor has provided the following purchase values:

- 2020 TORO 3220 Triflex (Greens Mower): \$24,000.00
- 2020 TORO 5410 Reelmaster (Fairway Mower): \$32,000.00

Staff would like to proceed with a new lease-purchase agreement for replacement units. A vendor proposal outlining equipment specifications, lease terms, and pricing is included with this memo for Council's review.

Funding for the replacement mowers was included in the FY26 budget under account 24-439-99-20, as outlined below:

Description	FY26 Allocation
Fairway Mower	\$10,500.00
<u>Greens Mower</u>	<u>\$8,606.00</u>
Total Budgeted FY26	\$19,106.00

The vendor's updated quote for a 72-month lease term totals \$28,075.00, resulting in a shortfall of \$8,969.00 above the amount currently budgeted in FY26. The increase is attributed to current market escalations and equipment tariffs.

To offset the lease payment shortfall for FY26, the request is to use funds from the Equipment Inventory account (24-439-99-10). Utilizing this account for the additional cost will leave an estimated remaining balance of \$1,031.00. This approach will allow the lease-purchase to proceed this fiscal year while ensuring that the FY27 budget accurately reflects the ongoing annual lease payment amount.

Staff request to the City Council is to authorize a 72-month lease-purchase of the new fairway and greens mowers with PNC Financial, and to use funds from the Equipment Inventory (24-439-99-10)

to offset the lease payment shortfall for this budget year, ensuring that the FY27 budget reflects the correct lease payment amount.

Respectfully,

Jake Olsen



**TURF EQUIPMENT
& IRRIGATION INC**

Proposal Date: 2025-09-30

Quote ID: Q124882



Count on it.

Turf Equipment & Irrigation, Inc.
1630 S. Gladiola St. SLC, UT 84104
P.O. Box 26903 SLC, UT 84126-0903
(801) 566-3256

Jacob Olsen
Superintendent
Desert Canyon Golf Course
1880 E 8th N Anderson Dam, Idaho 83647-2940 United States

Prepared by:
Scott Marquart
Dist_CML_SalesManager
+1 2088707686
scott.marquart@turfequip.com

SourceWell Contract ID# 95479

All pricing is subject to change at the time of delivery.
Availability and time of delivery may vary; please check when placing the order.

<u>Qty</u>	<u>Model #</u>	<u>Name</u>	<u>Award</u>	<u>Ext. Award</u>
1	04530	Greensmaster TriFlex Hybrid 3320	\$60,554.78	\$60,554.78
1	Surcharge	Tariff Surcharge 5%		\$3,027.74
1	04554	Light Kit - LED		
1	44969	MVP Kit 1000 Hour		
1	CM318-04530	TPP 36 Months 1800 Hours Comprehensive		
3	04255	Narrow Wiehle Roller (One roller)		
3	04648	Universal Groomer Drive		
3	04270	Soft QC Grooming Brush (21 Inch)		
3	04655	14 Blade Cutting Unit		
1	03952	Reelmaster 5410-D	\$83,321.85	\$83,321.85
1	Surcharge	Tariff Surcharge 5%		\$4,166.09
1	CM318-03952	TPP 36 Months 1800 Hours Comprehensive		
1	03412	5-inch Weight for CUs with No Attachments		
1	30669	Universal Sunshade, White		
5	03621	22 Inch 5 Inch 8 Blade (RR) Radial Reel Edge Series		

Equipment Total: \$151,070.46

PNC Bank/ Equipment Finance- Nick Camardo
Fair Market Value Lease
\$28,075 annual payment (72 month term)
\$24,964 annual payment (84 month term)
First annual payment due 30 days after delivery
\$250 documentation fee



city of
Mountain Home
Fire Department

Date: 11.3.2025
Subject: Engine 10 Refurbishment
From: Mark D. Moore

To: Mayor Sykes

This memo is to inform you that we are starting the process of refurbishing Engine 10, as outlined in our Strategic Plan and as discussed in multiple budget and ELT meetings. Money for this project was allocated in our 2025/2026 FY Budget Cycle, Line Item #01.423.99.00 for an amount of \$125,000, to be followed up again next year when the project is completed.

This planned refurbishment of the engine will add an additional 10 years to its life cycle, while not jeopardizing firefighter safety and/or our ISRB Rating. All the while saving the taxpayers of Mountain Home nearly \$1 million dollars over replacing it with a new engine.

This refurbishment will meet NFPA minimum standards and will be completed by an authorized Pierce Manufacturing dealer. The refurb will use mainly OEM parts and when completed will come with a limited warranty on parts and repairs.

It is important to note, we will not see a reduction in our response plan as we will still have an engine housed at Station 2 for coverage on the North end. We will still meet the minimum NFPA response standards with taking this engine out of service. We also expect the new WUI engine to arrive mid-2026 which will put us back to 4 operating structure engines.

Respectfully,

Mark D. Moore

Fire Chief

208.587.2117 - O

208.861.1461 - C

mmoore@mountain-home.us



November 4, 2025

RE: Intent to purchase NEOGOV Insight applicant tracking software

Mayor and Councilmembers,

City Hall intends to proceed with the purchase of NEOGOV Insight application tracking software. This software creates a modern, accessible process for potential employees to apply for employment with the City. The software not only makes the application process easier for applicants, but it streamlines the hiring process on our side. We will no longer need to print out and track manila envelopes full of pdf applications. Rather, department heads will have access to applications electronically. The software sends automated updates to applicants, allows potential candidates to self-schedule a time for interviews, and sends digital offer letters to selected candidates, making the entire hiring process smooth and time-efficient. The software easily integrates into our website and will make our job posting, applicant screening, interview scheduling, and job offering modern and streamlined.

The initial software setup cost is \$4,158.00. There is an annual subscription cost of \$5,198.00. The cost will be split between City Hall Administrative (50%), Water (25%), and Wastewater (25%).

01-415-43-00: \$4,678.00

25-434-43-10: \$2,339.00

26-435-43-10: \$2,339.00

If you have any questions or would like additional information regarding this matter please let me know.

Respectfully,

A handwritten signature in dark ink, appearing to read "Daniel Mercado", is written over a light blue horizontal line.

Daniel Mercado
Deputy City Clerk