

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

**February 9, 2012
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chairman –Tom Bowman, Vice-Chairman – Martha Burke, Secretary – Susan McBryant, Board – Lawrence Schoen, Don Keirn, Angenie McCleary, Ron Fairfax

FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Rick Baird, Emergency/Operations Chief – Peter Kramer; Contracts/Finance Administrator – Lisa Emerick, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Administrative Assistant – Cecilia Vega

CONSULTANTS: T-O Engineers – Dave Mitchell, Chuck Sundby, Mead & Hunt, Inc. – Trina Froehilch, Interim Communications Director – Candice Pate

AIRPORT TENANTS/PUBLIC: Steve and Sheryl Scholoengerdt, Bill Demun, Karen Province, Chuck Matthiesen, FSVA - Eric Seder, Carol Waller, Maurice Charlat, Wally Huffman, Dick Fenton; WREP - Doug Brown; Larry Helzel, Bob Crosby, Atlantic Aviation - Michael Rasch; Pam Reinschild, Tricia St. George, Julie Lawson, Karen Bossick, Richard Fassino, Bonnie Leighton, Harry Griffith, Milt Adams, Donna Serrano, Margaret Youdall, ATCT - George White; Enterprise - Scott Reese; Russ Sample, Marilyn Plott, Nils Ribi, Carl Harris, Charles Ferries, Jack Northcott, Sue Radford, Hailey Mayor - Fritz Haemmerle

PRESS: Idaho Mountain Express – David Seelig, Katherine Wutz

CALL TO ORDER:

The meeting was called to order at 5:35 p.m. by Chairman Bowman.

I. APPROVE AGENDA

The agenda was approved with the following changes:

III. UNFINISHED BUSINESS (5:30 – 7:00)

A. Replacement Airport

1. **City of Hailey Report** ~~County Report~~
2. **Blaine County Report** ~~City Report~~
3. Airport Manager Report – Attachment #1 & #2
 - a. **Washington D.C. Trip Report**
 - b. **City of Ketchum Update**
 - c. **SMS Update**

IV. NEW BUSINESS

- A. ~~B.~~ **Passenger Demand Analysis – Attachment #6**

V. UNFINISHED BUSINESS (CONT.)

- A. **Replacement Airport (cont.)**
4. Reliability Report (Airport Manager/T-O Engineers) – Attachment #3
- B. Roadmap Toward Future (High Priority Items)
1. Replacement Airport South of Bellevue Along Highway 75
 2. Incremental Improvements at Friedman Airport (ALP?)
 3. Retain/Improve/Develop Air Service
 4. Other
- C. Gallatin Public Affairs Government Relations Agreement – Attachment #4

VI. ~~IV.~~ NEW BUSINESS (CONT.) (7:00 – 8:00)

- ~~B.~~ **A.** FY '11 Idaho State Grant – SUN-2011 – Attachment #5
- ~~B.~~ ~~Passenger Demand Analysis – Attachment #6~~

MOTION:

Made by Board Member Schoen to discuss the Passenger Demand Analysis agenda item after the Replacement Airport discussion. Seconded by Board Member McCleary.

PASSED UNANIMOUSLY

II. PUBLIC COMMENT

Enterprise Rent-A-Car representative Scott Reese expressed that Enterprise remains eager to resume operations on-airport at the vacant counter in the terminal. He commented that although their request to resume on-airport operations was denied in November, they appreciated the Board's willingness to discuss the possibility of conducting an Auto Rental Concession bid before the current Agreements expire on April 30th. He briefed the Board that Enterprise has submitted a formal letter requesting that the Board allow Enterprise to participate in the bid process and requested that the Board address the matter in March.

III. UNFINISHED BUSINESS

A. Replacement Airport

1. City of Hailey Report ~~County Report~~

Board Member Keirn reported that the Hailey City Council has been developing and modifying Guiding Principles for an airport strategic plan. He commented that the City has several items they would like to see changed and during the next Council meeting the City hopes to develop goals and objectives that will coincide with the County's Guiding Principles.

2. Blaine County Report ~~City Report~~

Board Member McCleary reported that the Blaine County Commissioners have also been developing Guiding Principles for an airport strategic plan and has established 7 principles. She briefed the Board that the County will continue to develop elements of the strategic plan that discuss desired outcomes and goals. Board Member McCleary praised Airport Manager Baird on the presentation he gave to the Cities of Ketchum and Sun Valley regarding Airport Updates, at which Board Member Schoen was also present and commented that it was a good meeting with good public comment.

Board Member Schoen added that Attorney Luboviski and the Airport Interim Communications Director, Candace Pate, also attended the Ketchum/Sun Valley meeting.

Chairman Bowman briefed the Board that Idaho State Legislature has been developing a Bill that proposes to reinstate zoning rights for property surrounding an airport to their respective cities and counties. He commented that the proposed Bill would not apply to FMA as the City and County already assume zoning rights for the property surrounding the Airport.

3. Airport Manager Report (See Brief)

a. Washington D.C. Trip Report

b. City of Ketchum Update

Board Member Schoen and Board Member McCleary commented that the public who attended the Ketchum/Sun Valley meeting communicated a sense of urgency and the need to immediately begin work on revising the current Airport Layout Plan (ALP) to reflect the long term goal of a replacement airport.

c. SMS Update

IV. NEW BUSINESS

A. B. Passenger Demand Analysis (See Brief)

Mead & Hunt, Inc., consultant, Trina Froehlich, gave the Board a presentation regarding the status of the development of the Draft Passenger Demand Analysis.

The Board asked Ms. Froehlich questions regarding the purpose and capabilities of the Passenger Demand Analysis and how the information in the analysis was collected.

Fly Sun Valley Alliance Director, Carol Waller, commented that it would be useful to know how many Wood River Valley visitors are flying into Boise rather than FMA. She commented that FSVA has had conversations with the Boise Airport regarding final destinations and she hopes to soon have data available to review the actual amount of passengers flying into the Boise Airport with Sun Valley as their final destination.

Airport Manager Baird commented that the Passenger Demand Analysis (PDA) contains valuable information for FSVA and the Board. He commented that there is a strong need to market the Airport outside of the Wood River Valley.

Board Member Schoen asked how often Ms. Froehlich would recommend that these type of studies be completed in order to remain consistent.

Ms. Froehlich recommended that passenger demand information be continually monitored as data becomes available. She commented that the Board can access quarterly reports from the Department of Transportation that report a quarterly review of airport revenue fares. She commented that the Board can also continue to monitor airfares on a regular basis to see seasonal impact.

Airport Manager Baird commented that Staff is planning to include a line item in next year's budget to allow another PDA to be completed. He commented that the Board's interest and desire to improve and maintain air service will give Staff the ability to learn and explore the information Ms. Froehlich has said is available. Airport Manager Baird asked the Board to prepare to possibly review a scope of work from Mead & Hunt regarding the subject in April.

V. UNFINISHED BUSINESS (CONT.)

A. Replacement Airport (cont.)

4. Reliability Report (Airport Manager/T-O Engineering) (See Brief)

Airport Engineer, Dave Mitchell, gave the Board a presentation describing whether or not reliability can be improved at the existing site.

Board Member Keirn asked why the FAA is no longer focused on implementing the VOR Approach.

Airport Engineer Mitchell answered that the FAA has been investing their navigational funds into developing and implementing WAAS and NextGen, which are both expensive to maintain.

Vice-Chairman Burke asked how the Board should proceed in reconfiguring the south missed approach to lower minimums.

Airport Manager Baird answered that he anticipates direction from the Board to find more information regarding reconfiguring the missed approach. He commented that funding for studying implementation of NextGen, RNP, TPS and WAAS approaches may be provided by the FAA. Airport Manager Baird briefed the Board that there is the possibility of significant funding available for implementation of NextGen and the development of an RNP approach system from the recently passed Reauthorization Bill.

Board Member Fairfax commented that a 1,000' ceiling with 1 to 3 miles of visibility should be the goal strived for. He commented that a 50% improvement in diversion rates would be a significant improvement.

Board Member McBryant commented that a runway length of 8,200' would be ideal, however the Board should not commit to achieving that length as they are currently dealing with conditions that could change.

Board Member Schoen asked questions regarding technical solutions that could possibly be developed and implemented for weather monitoring and reporting in order to improve reliability. The Board continued to ask Airport Engineer Mitchell questions regarding localizer approaches and lateral clearance requirements.

Chairman Bowman commented that while deciding what the ideal runway length needs to be, the focus should be on arrivals rather than departures as the priority is getting people in, not getting people out.

Chairman Bowman suggested that the Board discuss whether or not they should prioritize researching ground-based navigation alternatives for the Airport with emphasis on SkyWest Airlines requirements.

Board Member Fairfax commented that installing a localizer would require the sterilization of land south or north of the Airport and he does not believe that localizers will be a long term solution. He commented that SkyWest aircraft are currently equipped with GPS systems, not dual GPS localizers.

Vice-Chairman Burke commented that she does not feel qualified to state her preference unless the FAA determines how to best improve weather monitoring and if the Board submits a request to the FAA to reconfigure a missed approach at the Airport.

Board Member McCleary commented that it is encouraging to know that reliability can be improved at the Airport. She commented that this information increases the potential to receive FAA funding to improve reliability at the current site, which would improve current diversion rates and visitor and resident experience at the Airport. She suggested that the Board discuss and report the findings regarding reliability with the FAA.

Board Member McBryant recommended that the Board remain open-minded when submitting the Reliability Report to the FAA and suggested that Staff ask the FAA to focus on an area that they would be willing to explore so that the Board can begin researching and know what to support.

Board Member Keirn commented that he supports the new generation of technology and recommended that the Board give the Reliability Report to the FAA and see what will work and what they would be willing to finance. He reminded the Board that the City of Hailey is adamantly opposed to any approaches from the north.

Board Member Fairfax commented that a change in Airport configuration and significant improvement in reliability would lead the FAA to consider this a more reliable Airport and be more willing to fund reliability research and development.

Board Member Schoen reminded the Board of two key criteria the FAA has laid out before the Board; it will be necessary to work together and develop a feasible solution that may not be the ideal solution but a short term solution, and striving towards incremental and continuous improvement with an objective to develop a fully compliant Airport that meets FAA design standards is the goal.

Board Member Schoen asked what the Board's goals or recommendations are, that will accompany the Reliability Report. He commented that he would support Staff putting these potential solutions in context with the understanding that they go hand in hand with the Airport Layout Plan. He commented that the Airport may not be ready for NextGen but may be ready for localizers.

Board Member Schoen also addressed Board Member Keirn's concerns and recognized that it's difficult to research expansion outside the fence before addressing policies in the Amended Joint Powers Agreement; however he does not want that to delay the ability to work on these issues.

Chairman Bowman commented that he does agree that funds should be used to research how to increase reliability and answer why enplanement numbers are not higher. He commented that the Board needs to take a holistic approach and create a desire for people to come here if the goal is to increase enplanements.

Board Member Schoen asked if the percentage of diversions could be lowered if the airline's weather protocol were changed.

Airport Engineer Mitchell answered that if the airline's weather reporting protocol were changed the percentage would decrease by 30%.

Board Member Keirn commented that improving marketing strategies would make a huge difference in enplanements.

Board Member McBryant suggested that the Board formally receive and accept the Reliability Report and direct Staff to present it to the FAA. It should be suggested that the FAA work with Staff to identify the most practical options so that policy decisions can then be discussed.

Board Member Fairfax commented that the Reliability Report and Passenger Demand Analysis show the FAA that there is a potential to improve enplanements at the existing site.

Chairman Bowman directed Staff to submit the Reliability Report and the Passenger Demand Analysis to the FAA with the acknowledgement that the County still establishes a long term solution of a replacement airport. He commented that the FAA will most likely support the less costly solution.

Board Member Schoen commented that he is still unclear in regard to sending the reports back to the FAA and requested clarification as to what the Board is asking the FAA to respond to and what the Board needs to be doing in the meantime.

Chairman Bowman commented that the Board does not have the technical expertise to tell the FAA exactly what is needed. All the Board can do is ask Airport Manager Baird and airport consultants to do the best they can with the

information provided.

Board Member Schoen and Board Member McCleary asked if Airport Manager Baird could elaborate on how the pieces of the reliability puzzle go together as he is still unclear as to what the cover letter is indicating.

Airport Manager Baird answered that he understands the Board is prepared to begin discussions with the FAA and requires a good return on investment. He commented that the data within both reports should increase the FAA's confidence that reliability can be improved at the Airport and there is a significant market that indicates enplanements can be grown. Airport Manager Baird requested that the Board allow Staff to begin the process with the FAA, based on the data available and reminded the Board that any anticipated interim improvements made would require an updated ALP.

Board Member McCleary stated that she was unclear on how the ALP related to reliability, but agreed that the Board should begin the process of updating the ALP.

Board Member Schoen commented, that rather than prioritize the research of NextGen; the cover letter should imply that the Board is prepared to begin making incremental improvements directed towards improving air service and reliability and requests FAA guidance to that end.

Chairman Bowman opened the floor for public comment on reliability.

Bellevue resident Margaret Youdall asked how weather forecasting is an important part of planning diversions.

Chairman Bowman requested Ms. Youdall call Airport Manager Baird to receive an answer to her question.

Jack Northcott commented that he believes the RNP approach to be a bad idea and asked the Board to consider the installation of radars and better weather forecasting.

B. Roadmap Toward Future (High Priority Items)

1. Replacement Airport South of Bellevue Along Highway 75

Chairman Bowman briefed the Board that the Blaine County Commissioners have discussed relocating the Airport south of Bellevue, along Highway 75 and have developed a guiding principle that incremental improvements to the existing site need to be made to meet FAA requirements, as well as improving reliability; however, the long term solution remains to be the building of a replacement airport.

Board Member Fairfax commented that the County has to decide whether or not to commit to funding a replacement airport for \$100-150 million dollars. If the County cannot fund a replacement airport, then the focus should be making the current site the best Airport possible for the next 25-30 years. He commented that if this process is stopped now, it will not start up again quickly.

Airport Manager offered that recent discussions with Peter Kirsch would seem to indicate that if the EIS is terminated or cancelled all the work completed and information gathered prior to the termination would be lost. If the EIS is restarted and completed the information has a routine update requirement but is very usable even for long term planning.

The City and County representatives of the Board agreed that the long term solution to reliability and improved air service remains to be a replacement airport, and in order to maintain air service until funding becomes available to build a

replacement airport; the current site should be researched for improvements to reliability and air service.

The Board discussed the possibility of the FAA's options to restart, suspend or cancel the EIS. The Board agreed that Staff should discuss reliability at the current site as well as the long term solution of a replacement site with the FAA.

2. Incremental Improvements at Friedman Memorial (ALP?)

3. Retain/Improve/Develop Air Service

Chairman Bowman suggested that the Board work closely with Fly Sun Valley Alliance (FSVA) to develop ideas about how to acquire new air service.

FSVA representative, Carol Waller, commented that it's terrific to hear that the Board is looking to work closely with the FSVA.

Wally Huffman commented that he is concerned that the City of Hailey does not think expanding air service at the current site is a priority.

Board Member McBryant responded that the City's main priority is the retention of commercial air service at the existing site until there is a long term option. She commented that developing air service is open for discussion.

Vice-Chairman Burke commented that she did not concur with Board Member McBryant's comment and feels if air service isn't maintained and developed there is no future for the Airport.

4. Other

C. Gallatin Public Affairs Government Relations Agreement (See Brief)

MOTION: *Made by Vice-Chairman Burke to enter into the Gallatin Public Affairs Government Relations Agreement as amended. Seconded by Board Member Schoen.*

PASSED UNANIMOUSLY

VI. ~~IV.~~ NEW BUSINESS (CONT.)

B. **A.** FY '11 Idaho State Grant – SUN-2011 (See Brief)

Airport Manger requested that the Board authorize the Grant agreement for State Grant program for '11.

MOTION: *Made by Vice-Chairman Burke to ratify the grant agreement and resolution and authorize secretary to enter into the agreement Seconded by Board Member Keirn.*

PASSED UNANIMOUSLY

~~B. Passenger Demand Analysis~~

VII. ~~V.~~ APPROVE FMAA MEETING MINUTES

A. January 3, 2012 Regular Meeting (See Brief)

The January 3, 2012 Friedman Memorial Airport Authority Meeting Minutes were approved with the following change:

III. NEW BUSINESS

A. B. Sustain Blaine Presentation Request

Board Member Schoen commented that he would not want the Board to confuse the polling devices with the statistically significant scientific act of polling. He commented that he is not supportive of the Board's involvement in acquiring the polling devices.

MOTION:

Made by Vice Chair Burke to approve the January 3, 2012 Friedman Memorial Airport Authority Regular Meeting Minutes as amended. Seconded by Board Member Schoen.

PASSED

BOARD MEMBER MCCLEARY ABSTAINED

VIII. VI. AIRPORT STAFF BRIEF

A. Noise Complaints

B. Parking Lot Update

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

D. Review Correspondence (See Brief)

E. Fly Sun Valley Alliance Update (See Brief)

F. Airport Weather Interruptions

IX. VII. PUBLIC COMMENT

No public comment was made.

X. VIII. ADJOURNMENT

The February 9, 2012 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 8:58 p.m.

Susan McBryant, Secretary

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