

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

**July 12, 2016
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chairman – Ron Fairfax, Vice-Chairman – Don Keirn, Secretary - Lawrence Schoen, Treasurer - Jacob Greenberg, Board - Fritz Haemmerle, Angenie McCleary, Pat Cooley

FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Chris Pomeroy, Contracts/Finance Administrator – Lisa Emerick, Acting Airport Operations Manager – Todd Emerick; ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Administrative Assistant/Alternate Security Coordinator – Roberta Christensen, Administrative Assistant – Cecilia Vega

CONSULTANTS: T-O Engineers – Dave Mitchell; Centerlyne – Nancy Glick and Sarah Shepard; Landrum & Brown – Rob Adams; Mead & Hunt – Mark McFarland; Angela Hammann – Barry Zepowitz & Associates

AIRPORT TENANTS/PUBLIC: Walt Denekas, Craig Wolfrom, Donna Serrano, Kris Wirth, Lisa Phillips, R/L/B – Nicholas Latham, Atlantic Aviation – Michael Rasch, Baird Gourlay, Sun Valley Resort – Jack Sibbach, FHR – Marc Reinemann, Lynn Clarke, Susan Bernatas; FSVA – Carol Waller, Dick Fenton

AIRPORT LEGAL COUNSEL: Lawson Laski Clark & Pogue, PLLC – Jim Laski

PRESS: Idaho Mountain Express – Ryan Thorne

CALL TO ORDER:

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

I. APPROVE AGENDA

The agenda was approved as presented.

II. PUBLIC COMMENT

Chairman Fairfax introduced Mr. Chris Pomeroy as the new Airport Manager for Friedman Memorial Airport and Mr. Todd Emerick as the acting Operations Manager.

Atlantic Aviation General Manager, Mike Rasch, complemented the Board on their selection of Chris Pomeroy as the new Airport Manager for Friedman Memorial Airport.

Craig Wolfrom welcomed Airport Manager Pomeroy and wished him success with the relocation effort and dual path forward. He also suggested that the Board work towards removing barriers that would restrict Site 12 from being approved as a feasible site for a replacement airport.

**III. APPROVE FMAA
MEETING MINUTES**

A. May 3, 2016 Regular Meeting (See Brief)

The May 3, 2016 Friedman Memorial Airport Authority Meeting Minutes were approved with the following changes:

IN ATTENDANCE:

AIRPORT TENANTS/PUBLIC: Len Harlig, Felicity Roberts, Donna Serrano, Chris Pomeroy, ~~Maney~~ Mandy Pomeroy, Richard Fassino, Kylie Rountree, Boranico Barcia, Hallie MacPherson, Atlantic Aviation – Michael Rasch; FSVA – Carol Waller, Marc Reinemann

VI. OLD BUSINESS

B. Runway 13-31 Pavement Maintenance

Board Member Schoen commented that Blaine County Road and Bridge Department will be trying a new paving material and emulsions that is anticipated to be smoother and to work well in this climate zone. He suggested FMA engineers look into it.

MOTION:

Made by Board Member McCleary to approve the May 3, 2016 Friedman Memorial Airport Authority Regular Meeting Minutes as amended. Seconded by Vice-Chairman Keirn.

PASSED UNANIMOUSLY

B. June 10, 2016 Special Meeting (See Brief)

The June 10, 2016 Friedman Memorial Airport Authority Meeting Minutes were approved with the following changes:

MOTION:

~~Made by Board Member Schoen to offer Chris Pomeroy the position of the Friedman Memorial Airport Manager contingent on a background check, fulfilling the conditions of employment and salary to begin at \$135,000 annually. Seconded by Board Member Greenberg.~~

~~PASSED UNANIMOUSLY~~

MOTION:

Made by Board Member McCleary to approve the June 10, 2016 Friedman Memorial Airport Authority Special Meeting Minutes as amended. Seconded by Vice-Chairman Keirn.

PASSED UNANIMOUSLY

IV. REPORTS

A. Chairman Report

Chairman Fairfax thanked the Airport Staff, former Airport Manager Rick Baird and Atlantic Aviation for all the hard work they gave to ensure successful operations during the July corporate event.

B. Blaine County Report

Board Member Greenberg complimented everyone for a job well done during the July corporate event and congratulated Airport Manager Pomeroy and commented that he is looking forward to working with him.

C. City of Hailey Report

No report was given.

D. Airport Manager Report (Power Point Presentation)

Airport Manager Pomeroy reported on the following:

- Publication of the Airport's new Instrument Flight Procedures.
- Traffic count totals during the July 4th weekend and the July corporate event.
- Contract Tower Program provision request letters sent to Idaho Congressional Delegation.
- FAA and TSA Inspections conducted in June.
- Notice of grant awards from the FAA and Small Community Air Service Development Program.

E. Communications Director Report (See Power Point Presentation)

Communications Directors Nancy Glick and Sarah Shepard reported that the community survey results have been received and introduced Barry Zepowitz & Associates representative Angela Hammann to present the results.

Barry Zepowitz & Associates representative Angela Hammann presented the results of the community survey.

Board Member Haemmerle asked what the scope and purpose of the community survey is.

Communications Director Glick answered that the original concepts were to gain general knowledge from the community for the Board and Communications team to use for future projects as well as to educate the public about the Airport.

Ms. Hammann answered that her job was to collect the data and present the results to the Board.

Board Member Haemmerle commented that the issue of relocation does not exist because the Board wants to relocate it but because the FAA decided that the Airport has to move. He asked if there was a question that asked residents how much they would be willing to pay in taxes if the FAA forced relocation of the Airport.

Communications Director Glick answered that there was not a question of that nature in the survey.

Communications Director Glick discussed revisions that will be made to slides 7 and 8 of Ms. Hammann's presentation. The Board requested that Ms. Hammann send them the revised presentation once its completed as well as the raw data from the survey.

Ms. Hammann summarized that there is a high level of satisfaction in Blaine County in regards to the Airport. Approximately 35% of survey participants would pay between \$100 to \$250 a year to relocate the Airport, and the primary resources for information about the airport are the local newspaper, the internet, and local TV.

Board Member Cooley asked why only 300 people were questioned and if it was a random sampling. He also asked if Ms. Hammann felt that the pool of participants being 75% business owners was a fair representation of the community.

Ms. Hammann answered that when she gathered the population information for Blaine County they concluded that a 5.7% margin of error was sufficient. She answered that she does feel that the community was represented fairly and the participants were selected randomly.

Susan Bernatas asked how unlisted phone numbers were accounted for in the survey results and what percentage of Blaine County use a cell phone in lieu of a land line telephone.

Ms. Hammann answered that her firm attempts to contact 25% of cell phone users.

Craig Wolfrom urged the Board to evaluate the survey results as insignificant information as it only represents 2-3.7% of the population.

Chairman Fairfax commented that the Board will keep in mind the survey analysis margin of error percentage of 5.7%.

Susan Bernatas asked why surveys weren't conducted via mail rather than telephone.

Communications Director Glick answered that they selected to do a phone survey because it is more personable and the information collected is more legitimate and accurate than a mail survey, which can become unreliable if one person were to fill out more than one survey sheet.

F. Fly Sun Valley Alliance Report

Fly Sun Valley Alliance representative Carol Waller reported the following:

- FSVVA is continuing to collect summer air passenger surveys.
- Winter air service schedule is almost complete and should be announced soon.

V. AIRPORT STAFF BRIEF

A. Noise Complaints (See Brief)

B. Parking Lot Update (See Brief)

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

Airport Manager Pomeroy briefed the Board on the increase in May enplanements and parking lot revenues.

Board Member Greenberg asked if the parking lot ever reaches full capacity and who keeps track of that kind of information. He commented that the increase in May parking lot revenue compared to last year seems excessive.

Airport Manager Pomeroy answered that the Airport does not collect that kind of data; however, a monitoring process can be implemented in the future if the Board requests it.

Chairman Fairfax commented that the large difference between 2015 and 2016 parking lot revenues can be attributed to the airport closure for construction that occurred last May.

D. Airport Commercial Flight Interruptions (See Brief)

E. Review Correspondence (See Brief)

VI. OLD BUSINESS

A. Airport Solutions

1. Current Projects

a. Plan to Meet 2015 Congressional Safety Area Requirement

i. Runway Safety Area Improvements Project – Update and consideration of an AIP '41 Grant Amendment (See Brief)

Engineer Mitchell updated the Board on the current status of the RSA Improvements Project.

2. Future Projects

i. Terminal Aircraft Parking Improvements - Update (See Brief)

Engineer Mitchell updated the Board on the current status of the Terminal Aircraft Parking Improvements project.

ii. Terminal Parking Lot Improvements - Update (See Brief)

Engineer Mitchell updated the Board on the current status of the Terminal Parking Lot Improvements project.

iii. Terminal Airline Ticketing Office Improvements - Update (See Brief)

Engineer Mitchell updated the Board on the current status of the Terminal Airline Ticketing Office Improvements project.

B. Runway 13-31 Pavement Maintenance (See Brief)

Engineer Mitchell updated the Board that the pavement maintenance on Runway 13-31 is tentatively scheduled to begin at 8 a.m. on October 3rd through 5 p.m. October 5th.

C. Voluntary Noise Abatement Program Review Committee – Opportunity for the Committee to Update the FMAA on Activity (See Power Point Presentation)

Committee Chairman Walt Denekas briefed the Board on the progress of the Voluntary Noise Abatement Program Review Committee meetings.

D. Master Plan – Discussion of and possible Action Related to Chapter D (See Brief)

Mead & Hunt Consultant Mark McFarland briefed the Board on the 20-Year Conceptual Development Plan (CDP), the existing site Capital Improvement Plan (CIP) and the existing site Airport Layout Plan Update (ALP).

The Board discussed technical aspects of Mr. McFarland's presentation including the following:

- Clarification that the City of Hailey has not yet recognized that anything on the conceptual plan is necessary.
- Whether or not property acquisitions would affect declared distances or reliability.
- The relevance of the CDP, CIP, and ALP to the FAA's approach to what the Board may pursue in terms of land acquisition.
- Whether or not the Board would receive FAA funding if property the Board decides to acquire in the future, like the runway protection zone, is not included in the airport layout plan.
- The airport projects the Board has been advised to include in the MPU that are not necessary now but may be necessary in the future in order to comply with FAA Modification of Standards.
- The FAA's recommendation that the Board own the Runway Protection Zone (RPZ) and what that means for the Board.

Chairman Fairfax commented that since the Airport will be at its current site for a long time, the Board should begin considering expanding the Airport to the south as it is the only way to reduce the noise and pollution impacts over Hailey and Bellevue.

Board Member Haemmerle disagreed with Chairman Fairfax and commented that extending the runway to the south 1000 feet is not a valid solution for either Hailey or Bellevue.

Board Member Cooley commented that the MPU process started with ensuring the public that the Board is not interested in extending the runway.

Chairman Fairfax commented that it is cost prohibitive for the Wood River Valley to build a replacement airport and a regional airport would most likely be too far away.

Board Member Greenberg asked what scientific evidence Chairman Fairfax has to support his claim that extending the runway to the south would reduce impacts for both Hailey and Bellevue.

Chairman Fairfax answered that with a displaced runway, the aircraft would land and takeoff the same way they do now over Bellevue and will be able to stay higher in the air over Hailey when landing or taking off to the North.

Board Member Schoen commented that the time for Chairman Fairfax's proposal has passed for this MPU process as the Board has already debated and explored the runway extension concept and decided to reject it as a feasible alternative.

Chairman Fairfax opened the discussion for public comment.

Craig Wolfrom commented that he is appalled and frightened by Chairman Fairfax's suggestion to extend the runway to the south and he no longer supports him as Chairman of the FMAA. He asked that the Board honor the FMAA Joint Powers Agreement which does not allow for any expansion outside the existing airport perimeter. He also commented that he would not support the use of public or government funding for general aviation improvements and land acquisition.

Walt Denekas commented in agreement with Chairman Fairfax that if the runway were extended, it would allow higher and earlier approaches to and from the north. He also commented that the additional general aviation parking would also reduce noise by allowing more aircraft to park and stay at the Airport rather than drop passengers off and leave.

Mr. McFarland asked for Board direction regarding what facilities and projects the Board would like included in the 20-Year CDP and carried forward into financial analysis and the ALP.

Board Member Haemmerle suggested that the Board delay voting on this part of the MPU as he is not in a good frame of mind after Chairman Fairfax's comments.

Board Member McCleary commented that the Board should be discussing the runway protection zone project and was not expecting a comment about runway extension. She commented that she is not interested in pursuing any type of expansion to the runway in this MPU process.

Board Member Greenberg commented that he would be willing to research Chairman Fairfax's suggestion if a runway extension would not expand air service and if aviation consultants confirm that it would reduce noise and pollution impacts to Bellevue and Hailey.

Board Member Schoen commented that he is disappointed that Chairman Fairfax would propose moving the runway to the south at this stage in the MPU process as it feeds the perception some members of the community have that the Board has a hidden agenda. He commented that FMAA has been extraordinarily open and transparent and a runway extension is not being considered by the Board.

Chairman Fairfax commented that, in his opinion, extending the runway to the south is the only way to reduce impacts over Hailey.

Board Member Schoen commented that the whole Board would like to reduce impacts to Hailey and Bellevue but now is not the time to discuss that alternative.

Vice-Chairman Keirn commented that he would like to discuss Chairman Fairfax's suggestion with the Hailey City Council.

E. Noise Monitoring/Modeling – Update (See Power Point Presentation)

Landrum and Brown consultant Rob Adams gave the Board a presentation on Noise Monitoring and Modeling, aviation noise issues and suggested approaches for the Board to consider.

F. Air Quality Monitoring/Modeling – Update (See Power Point Presentation)

Landrum and Brown consultant Rob Adams gave the Board a presentation on Air Quality Monitoring and Modeling, aviation air emission issues and suggested approaches for the Board to consider.

Board Member Haemmerle commented that there are particular areas in Hailey that smell strongly of jet fumes that may not be significant when looking at the pollution scale of the whole Wood River Valley. He asked if anything is done for the small pockets of air where fuel is more concentrated.

Mr. Adams answered that there may not be a specific solution for small areas that may have a stronger smell due to wind patterns. He commented that just because fumes can be smelled does not guarantee the presence of a health concern or issue.

Board Member Greenberg asked if anything can be done to reduce the presence of jet fumes in designated areas.

Mr. Adams answered that things can be done at the Airport to reduce overall emissions; however, nothing can be done to reduce jet exhaust smell in particular areas.

Board Member Haemmerle commented that a lot of jets will warm up on the tarmac for half an hour before takeoff.

Mr. Adams commented that controlling the amount of time vehicle and jet engines are allowed to idle at the Airport would reduce overall emissions.

Board Member Schoen asked how the Board should address the perception of the air quality impacts from the Airport regarding how it could or could not affect one's health.

Mr. Adams answered that public outreach is critical in order to understand what areas of the valley are being affected by jet exhaust and how often they can smell jet fuel. He commented that emissions can be reduced through operational equipment.

Chairman Fairfax opened the discussion for public comment.

Kris Wirth asked if the soil and livestock near the Airport can be checked for lead rather than monitoring the air.

Mr. Adams answered that soil and livestock studies can be conducted and have been conducted for other airports. These studies test for lead, ozone, nitrogen oxide, sulfur oxide, and other volatile organic compounds or greenhouse gases.

Chairman Fairfax asked how the vehicle traffic on Highway 75 next to the Airport is comparable to jet traffic at the Airport.

Mr. Adams answered that comparing emission numbers between vehicle exhaust and jet exhaust is difficult because vehicle exhaust has a different chemical makeup than jet exhaust. He commented that generally, aviation aircraft are contributing approximately 2% of the world's greenhouse gases and automobiles are contributing approximately 25-30% of greenhouse gases.

Board Member Greenberg asked if the Airport's current noise contours are still relevant due to the change of the type of aircraft that now visits the Airport.

Mr. Adams answered that he would presume that the Airport's current noise contours are still reflective of what is occurring.

Craig Wolfrom asked if the noise modeling software is sophisticated enough to include the characteristics of the Wood River Valley and reflect them accurately as to how an aircraft mid-valley would sound versus an aircraft flying closer to the mountains. He also asked if ground noise monitors would ultimately challenge the noise contours and allow us to shift the flight patterns to differentiate the best route.

Mr. Adams answered that noise modeling does account for terrain and reflectivity is accounted for in the model but is not 100% accurate. He answered that noise modeling has the capability to research different flight patterns.

Mr. Wolfrom asked if it would be possible to extrapolate information from a noise monitor that would indicate the frequency of landings for a particular location.

Mr. Adams answered that data collection would need to be long-term in order to get the most accurate data when extrapolating particular information from noise monitors.

Susan Bernatas asked if the model Mr. Adams is discussing is the same as the Part 150 noise model the Airport has completed before and if different metrics are used in the model.

Mr. Adams answered that the FAA has recently introduced a new model that studies both noise and air quality at the same time called the Aviation Environmental Design Tool (AEDT). He answered that there are no new metrics but there is a different interface.

G. FY '17 Draft Rates and Charges (See Brief)

Contracts/Finance Administrator Emerick briefed the Board on updates to the Draft Rates and Charges for FY '17.

Craig Wolfrom asked why there is not a standard landing fee charged to all aircraft regardless of size.

Chairman Fairfax commented that the Board has higher landing fees for larger aircraft because they take up more space at the Airport and deteriorate the runway more due to their weight.

H. FY '17 Draft Budget (See Brief)

Contracts/Finance Administrator Emerick briefed the Board on updates to the Draft Budget for FY '17.

Chairman Fairfax asked if there were any other materials included besides de-ice fluid in line item 6500-05 of the budget as there is a reduction in the budgeted amount compared to the previous year.

Contracts/Finance Administrator Emerick answered that line item 6500-05 is a budget item for de-ice fluid only. She commented that the budget has been decreased for this line item due to the amount of fluid supply currently in stock from last winter.

VII. PUBLIC COMMENT

Kris Wirth commented that the survey questions regarding the replacement airport were biased to support the Airport.

At the conclusion of public comment, Board Member Schoen commented that all Board Members had the opportunity to submit questions for the survey; also, the level of accuracy in the survey was considered before the survey was conducted and is sufficient for the Board's needs, which were to get a general idea of community attitudes toward the Airport.

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

No executive session was held.

IX. ADJOURNMENT

MOTION:

Made by Board Member Haemmerle to adjourn the meeting. Seconded by Vice-Chairman Keirn.

PASSED UNANIMOUSLY

The July 12, 2016 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 8:50 p.m.


Lawrence Schoen, Secretary

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