

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

**August 2, 2016
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chairman – Ron Fairfax, Vice-Chairman – Don Keirn, Secretary - Lawrence Schoen, Treasurer - Jacob Greenberg, Board - Angenie McCleary, Pat Cooley
FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Chris Pomeroy, Contracts/Finance Administrator – Lisa Emerick, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Operations Department – Todd Emerick, Administrative Assistant/Alternate Security Coordinator – Roberta Christensen, Administrative Assistant – Cecilia Vega
CONSULTANTS: T-O Engineers – Dave Mitchell; Centerlyne – Alec England, Sarah Shepard; R/L/B – Nicholas Latham, Mike Smith;
AIRPORT TENANTS/PUBLIC: Donna Serrano, Evan Stelma, Felicity Roberts, Walt Denekas, Chris Koch, Bob Heely, Diane Shay, Lisa Phillips, Dick Fenton, Mark Reinaman, FSVA – Carol Waller, Atlantic Aviation – Mike Rasch; Glass Cockpit Aviation – John Strauss;
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 5:37 p.m. by Chairman Fairfax.

I. APPROVE AGENDA

The agenda was approved as presented.

II. PUBLIC COMMENT

No public comment was made.

III. PUBLIC HEARING

A. FY '17 Rates and Charges (See Brief)

Contracts/Finance Administrator Lisa Emerick briefed the Board on changes made to the Rates and Charges Schedule for FY '17.

Chairman Fairfax opened the discussion for public comment.

No public comment was made.

MOTION:

Made by Board Member Greenberg to approve the Friedman Memorial Airport FY '17 Rates & Charges Schedule as presented. Seconded by Vice-Chairman Keirn.

PASSED UNANIMOUSLY

B. FY '17 Budget (See Brief)

Contracts/Finance Administrator Lisa Emerick briefed the Board on the proposed FY '17 Budget.

Chairman Fairfax opened the discussion for public comment.

No public comment was made.

MOTION:

Made by Board Member Schoen to approve the Friedman Memorial Airport FY '17 Budget in the amount of \$6,020,683. Seconded by Board Member McCleary.

PASSED UNANIMOUSLY

IV. APPROVE FMAA MEETING MINUTES

A. June 14, 2016 Regular Meeting (See Brief)

The June 14, 2016 Friedman Memorial Airport Authority Meeting Minutes were approved as presented.

MOTION:

Made by Board Member McCleary to approve the June 14, 2016 Friedman Memorial Airport Authority Regular Meeting Minutes as presented. Seconded by Vice-Chairman Keirn.

PASSED UNANIMOUSLY

B. July 12, 2016 Regular Meeting (See Brief)

The July 12, 2016 Friedman Memorial Airport Authority Meeting Minutes were approved as presented.

MOTION:

Made by Board Member McCleary to approve the July 12, 2016 Friedman Memorial Airport Authority Regular Meeting Minutes as presented. Seconded by Vice-Chairman Keirn.

PASSED UNANIMOUSLY

V. REPORTS

A. Chairman Report

Chairman Fairfax thanked former Airport Manager Rick Baird for his efforts in getting new lower approach minimums and commented that the new approach will make a big difference at the Airport.

B. Blaine County Report

No report was given.

C. City of Hailey Report

No report was given.

D. Airport Manager Report (See Power Point Presentation)

Airport Manager Pomeroy briefed the Board on the following:

- Completion of the new Airport logo.
- Instrument flight procedure change that has led to lower approach minimums for the Airport.
- Construction on an Atlantic Aviation maintenance hangar that will commence in September.
- Discussion topics from visit with FAA Helena ADO Manager, Dave Stelling, and Northwest Mountain Region Airports Division Manager, Randy Fiertz.
- Application process for Operations Manager recruitment to close August 3rd.
- Airport Manager Pomeroy's attendance at the July Bellevue City Council Meeting and a meeting with Hailey's Public Works Director.

E. Communications Director Report

No report was given.

F. Fly Sun Valley Alliance Report

Fly Sun Valley Alliance representative Carol Waller briefed the Board that the winter commercial airline schedule has been completed and FSVA is excited to add Portland, Oregon as the Airport's 6th non-stop flight.

Chairman Fairfax commented that it will be interesting to see how the new approach minimums will contribute to the increase in enplanements and landings this winter season.

VI. AIRPORT STAFF BRIEF

A. Noise Complaints (See Brief)

Board Member Cooley asked if the owner or pilot of the Citation jet that landed over Bellevue at 3:00 a.m. on July 13th has been contacted.

Airport Manager Pomeroy answered that a letter that expresses the importance of the Voluntary Noise Abatement Program to the community will be sent to the registered owner of the aircraft.

B. Parking Lot Update (See Brief)

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

D. Review Correspondence (See Brief)

E. Airport Commercial Flight Interruptions (See Brief)

VII. OLD BUSINESS

A. Airport Solutions

1. Current Projects

a. Plan to Meet 2015 Congressional Safety Area Requirement

i. Runway Safety Area Improvements Project – Update (See Brief)

No update was given.

2. Future Projects

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

No update was given.

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

No update was given.

iii. Terminal Airline Ticketing Office Improvements – Consideration of Architect Alternative (See Brief & Power Point Presentation)

Ruscitto/Latham/Blanton Architect, Nicholas Latham, updated the Board on the development of design schemes for the Terminal Airline Ticketing Office Improvements project.

The Board discussed technical aspects of Mr. Latham's presentation including if the project is eligible for FAA funding, the efficient use of space in the schemes presented, where the check-in kiosks might be located for each airline, and whether or not to move the south entryway/exit.

Airport Manager Pomeroy requested that the Board direct Staff to begin the coordination of funding for the project with the FAA, TSA, and airlines.

Board Member Greenberg commented that the development of a cash flow projection would help the Board envision a timeline and tentative schedule for the project.

Chairman Fairfax opened the discussion for public comment.

Glass Cockpit Aviation owner John Strauss commented that the airline kiosk area is a "bottleneck" and flow control issues in this area of the terminal need to be addressed.

Chairman Fairfax directed Staff to begin coordination with the FAA, TSA, and airlines.

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

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

Committee Chairman Walt Denekas briefed the Board on the Committee's July meeting.

D. Master Plan Discussion – Update and Consideration of Conceptual Development Plan (See Brief & Power Point Presentation)

Airport Manager Pomeroy and Engineer Mitchell updated the Board on the development of Chapter D and F of the Master Plan Update.

Airport Manager Pomeroy requested that the Board consider whether or not the Runway Protection Zone (RPZ) should be shown on the Conceptual Development Plan (CDP).

Board Member Greenberg asked what would happen in terms of funding if the current owner of the RPZ property wanted to sell his land by lot sizes rather than the exact acreage needed for the RPZ. He also asked if the acreage needed for the RPZ should be extended to include the trees to the south of the airfield.

Airport Manager Pomeroy answered that the trees to the south of the airport should be removed due to their potential for being obstructions. He answered that according to the FAA guidance in the AIP handbook, acquiring property to remove the trees would be considered approach protection and therefore be eligible for funding.

Board Member Cooley commented that the City of Halley supports the CDP with the master plan document. He commented that the City will support the CDP if the need arises in the future for the acquisition of land in order to maintain the RPZ.

Board Member Schoen commented that Chapter D of the Master Plan Update would need to be amended to include the CDP graphic representation as well as the discussion the Board just had regarding the RPZ.

Chairman Fairfax opened the discussion for public comment.

City of Bellevue Mayor Chris Koch commented that on the visual in the power point presentation it looks as if the RPZ extends past the bike path and into Woodside. He also commented that since the relocation efforts have stalled because of sage grouse and other issues, it seems as though the Board is concentrating their efforts on expansion to the west and south and this is concerning to him.

MOTION: *Made by Board Member Schoen to amend Draft Chapter D of the Master Plan Update to include a revised Conceptual Development Plan map, which includes a Runway Protection Zone, along with discussion of the Runway Protection Zone in the text of the plan. Seconded by Board Member Greenberg.*

PASSED UNANIMOUSLY

Board Member Schoen commented that he appreciates Bellevue Mayor Koch's concern and Board Member Cooley's comments on the matter. He commented that the goal of the RPZ is to address the safety concerns at the end of the runway; and, while the Board realizes that land acquisition may be necessary in order to meet the FAA's goal for airports to control the area within the RPZ, the ultimate goal is public health and safety.

Chairman Fairfax directed Airport Staff to distribute the revised Chapter D of the MPU to the City and County prior to the next regular Board meeting and include it in the September Board packet for discussion.

E. Noise Monitoring/Modeling (See Brief & Power Point Presentation)

Airport Manager Pomeroy briefed the Board that he has received quotes for the noise modeling and/or monitoring projects from Landrum and Brown for the Board's consideration.

Chairman Fairfax asked what type of alternative noise modeling processes have been proposed that take into account the limitations of the Airport's landing and departure procedures.

Airport Manager Pomeroy answered that one option would be to model old versus new flight tracks in order to quantify the difference in noise levels. Another option would be to instruct the consultants to experiment with different scenarios that don't revolve on having to focus solely on the FAA's noise contour guidelines.

Vice-Chairman Keirn asked if any part of the noise monitoring or modeling process would be eligible for AIP funding.

Airport Manager Pomeroy answered that this study would not be AIP-eligible.

Walt Denekas strongly endorsed the implementation of a noise study as the Noise Abatement Committee would like to know whether it is quieter to fly directly down the center of the valley or fly at the edge of the valley, whether or not noise levels would decrease over Hailey with a displaced threshold if the runway were extended 1,000 feet to the south, and whether or not different types of aircraft will increase or decrease noise levels.

Chairman Fairfax asked when during the year the noise monitoring or modeling would take place.

Airport Manager Pomeroy answered that it would be difficult to ensure that all aircraft operations will fly over the monitors because there are so few operations in a specified period of time at an Airport our size.

Board Member Schoen commented that the Board would be implementing a noise study because the community has felt the impacts of noise from the Airport. He commented that the modeling would be practically and statistically useful and the noise monitoring would benefit those particular areas in the community that are more affected by aircraft noise than others. He also commented that the long-term noise monitoring plan may not satisfy the community as different levels of impact occur at different times of year and that the Board should consider locations for noise monitoring that have been suggested by the community.

Board Member McCleary commented that the Board is limited by what kind of study they will be able to conduct and would prefer that the Board begin with the modeling study. She commented that she is concerned that the Board will not get meaningful information from a monitoring study and the public will be disappointed with the study and results.

Board Member Cooley suggested that the Board conduct the noise modeling study this year for the Airport's highest use incident time period and then consider implementation of a monitoring study during next fiscal year's July corporate event.

Airport Manager Pomeroy commented that virtual monitoring may be another less expensive option for the Board to consider in the future. He also commented that other airports that are currently undergoing monitoring find that the data collected has limited usefulness due to several uncontrollable environmental variabilities.

The Board agreed to postpone the monitoring component of the noise study due to budgetary constraints and to allow the study to be conducted in July during the Airport's highest activity week.

Chairman Fairfax directed Airport Staff to collaborate with Landrum & Brown on a final modeling price and research what line item from the budget this project could be funded from.

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

Airport Manager Pomeroy briefed the Board that he has received quotes for the air quality modeling and/or monitoring projects from Landrum and Brown for the Board's consideration.

Board Member Greenberg asked what the Board's options for mitigation would be if the air quality report results were negative.

Airport Manager Pomeroy answered that the Board could implement an air emissions management plan for Airport equipment or purchase a fleet of low emissions vehicles. He answered that the Board does not have the authority to control aircraft and the amount of exhaust they release into the air when in-flight.

Board Member Greenberg commented that there is little usefulness in a study that will not allow the Board to take action for mitigation if the results of the study are negative. He asked if the study will reveal whether or not emissions released from aircraft are within FAA's standards and what the Board can do to mitigate emissions from Airport operations.

Chairman Fairfax commented that aircraft are currently allowed to run their engine at a maximum of 30 minutes. He also commented that the new approach will also help reduce emissions.

Airport Manager Pomeroy answered that the air quality study should establish a baseline to understand what current issues are, monitor trends, and develop an operations management plan for the Board to consider that would have a positive impact on air quality.

Chairman Fairfax commented that the air quality monitoring would educate the public and the Board about what the aircraft are emitting and that knowledge itself has value.

Board Member Schoen commented that the dispersion modeling would produce a more useful product as it will show the Board how the emissions particles disperse outside the Airport boundary.

Chairman Fairfax opened the discussion for public comment.

Walt Denekas commented that short-term noise monitoring will be able to reveal what kind of noise we have as it is the short-term exposure to aircraft noise that is the problem and not long-term exposure. He commented that he would consider the noise modeling option as the first priority study.

John Strauss asked if either the air or noise modeling studies have the ability to distinguish between the noise source.

Chairman Fairfax commented that an individual must remain with the noise monitoring equipment in order to distinguish noise sources.

MOTION: *Made by Board Member Cooley to direct Airport Staff to define and finalize the noise modeling study cost for \$22,080 or less, and research what line item from the budget this study could be funded from. Seconded by Board Member Schoen.*

PASSED UNANIMOUSLY

Board Member Schoen commented that he is impressed with the work the noise abatement committee has completed and the information they have learned and presented to the Board so far in the noise abatement program process.

VIII. NEW BUSINESS

A. September Meeting Date – Consideration of Date Change (See Brief)

Airport Manager Pomeroy suggested that the Board consider changing the September meeting date due to the Labor Day holiday.

The Board agreed to keep the meeting date on September 6th pending confirmation from Board Member Haemmerle that he will be able to attend the meeting on that date.

IX. PUBLIC COMMENT

John Strauss commented that the increase in commercial service destinations and flights has been greatly appreciated. He also commented that he is excited and appreciative of the implementation of the new flight approach procedure as it makes the Airport more reliable and safer.

X. ADJOURNMENT

The August 2, 2016 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 7:50 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.*