

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

**September 8, 2015
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chairman – Ron Fairfax, Vice-Chairman – Don Keirn, Board – Lawrence Schoen, Fritz Haemmerle, Jacob Greenberg, Angenie McCleary, Pat Cooley
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/Alternate Security Coordinator – Roberta Christensen, Administrative Assistant – Cecilia Vega
CONSULTANTS: T-O Engineers – Dave Mitchell; R/L/B – Nicholas Latham, Mike Smith; Mead & Hunt – Mark McFarland
AIRPORT TENANTS/PUBLIC: TSA – Curtis Vialpando, BCPA – Jim Perkins, Sharon Landay; SVED – Jack Bariteau, Doug Brown; FSVA – Carol Waller; Glass Cockpit Aviation – John Strauss; SVBR – Bob Crosby; FHR – Marc Reinemann; Bellevue Residents – Ed Jenkins, Al Yates, Evan Stelma, Craig Wolfrom, Felicity Roberts, Pam Matey, Chris Matey, Don & Carolyn Benson, James Stireman, Donna Serrano, Lisa Phillips; Hailey Residents – Linda Haavik, B. Rae, Jeff Anderson, Jack Sibbach, Walt Denekas, Kiki Tidwell, Judy Harvey, Tom Jergin; Ketchum/Sun Valley Residents – Eric Seder, Erin Smith, Dick Fenton, Peter Hendricks; Len Harlig, Michelle Griffith, Ben Schepps, Helen Stonl
AIRPORT LEGAL COUNSEL: Lawson Laski Clark & Pogue, PLLC – Jim Laski
PRESS: Idaho Mountain Express – Greg Moore

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

Atlantic Aviation General Manger, Mike Rasch thanked the Board, Airport Staff, and Airport Engineers for all the wonderful improvements made at the Airport Passenger Terminal and the Airport Administrative Office/Airport Operations Building.

Bellevue resident Ed Jenkins asked why there could not be a horizontal separation between landings as there is during the July Corporate Event.

Sun Valley resident and City Councilman Peter Hendricks commented that the success of the local option tax (LOT) for air service is due in part to improvements made at the Airport and he has received several comments from business owners that they have experienced better access to the Wood River Valley. He commented that the Airport is the life-blood and economic driver of the community and without continued improvements and the Board's dedication there would be an unsettled business environment.

Sun Valley Resort representative Jack Sibbach thanked the Board for all the hard work and efforts they have put into the Airport Improvements and commented that he has also received comments from his guests about the increase in flight destinations and improved experience at the Airport.

III. PUBLIC HEARING

A. Master Plan Update – Draft Master Plan Chapter D – Existing Airport Site Alternatives (See Brief & Power Point Presentation)

T-O Engineers' Dave Mitchell presented the Air Traffic Control Tower location alternatives identified in Draft Chapter D of the Master Plan Update (MPU).

Board Member Cooley commented that public comments on Draft Chapter D submitted via email prior to this meeting should not be accepted as they were submitted to the County Commissioners rather than the FMAA Board Members.

Chairman Fairfax commented that the public comments received digitally will be forwarded to the entire Board for review (Minutes Attachment #1).

Board Member Haemmerle agreed with Board Member Cooley's comment and added that the City of Hailey feels negatively towards public comments only addressed to the County representatives of the Board. He encouraged the public to address the whole Board when submitting comments digitally.

Board Member Schoen commented that members of the public do not always know where to submit comments digitally for public hearings and the Board's past practice has been to forward public comments received to Airport Staff who then distribute it to the entire Board. He commented that he is open and interested in hearing the public's comments and the Board should be encouraging public participation, not putting up walls or barriers for it.

Vice-Chairman Keirn commented that the alternate ATCT location #5 will not be accepted by the City of Hailey and should therefore be deleted from the MPU. Board Member Haemmerle agreed.

Chairman Fairfax opened the discussion on the ATCT location alternatives to public comment.

Bellevue resident Chris Matey asked what the height of tower options 1 and 2 would be and commented that it would be less obtrusive to the surrounding community if the tower was relocated near the terminal rather than near Highway 75.

Chairman Fairfax answered that tower Sites 1 and 2 would have a height of 77' and 98', respectively.

The Board discussed the presented tower sites and agreed that Site 5 is an unacceptable alternative and would prefer the selection of either Sites 1 or 2 with the option to also consider a site located on top of the passenger terminal.

Engineer Mitchell continued with his presentation and presented the Passenger Terminal Building future expansion design identified in Chapter D of the MPU.

Chairman Fairfax commented that the architects of the current terminal designed the recent expansion with plans in mind for future expansion making it relatively easy for the terminal to accommodate the maximum capacity of 5 peak hour flights with another expansion in the future.

Chairman Fairfax opened the discussion on the Passenger Terminal Building expansion to public comment.

No public comment was made.

The Board agreed that the Passenger Terminal Building designs were acceptable.

Engineer Mitchell continued and presented the Commercial Aircraft Parking Alternatives identified in Chapter D of the MPU.

Chairman Fairfax commented that he does not favor the idea of tugging large commercial jets from a holding area to a terminal gate, especially in the winter months. He also commented that there is currently no room to relocate hangars elsewhere on Airport property.

Chairman Fairfax opened the discussion on the Commercial Aircraft Parking alternatives to public comment.

FSVA representative Carol Waller commented that the peak hour for commercial airlines is early in the morning due to the fact that heat decreases the amount of passengers the airlines can allow on the aircraft at one time.

Bellevue City Councilman Craig Wolfrom commented that he prefers the alternative of no action as there will be twice as many flights coming to/from the area as there are now.

Atlantic Aviation General Manager Mike Rasch commented that tugging commercial jets would not be very efficient and one of the hangars that would need to be destroyed in Alternative 3 is Atlantic Aviation's maintenance facility which would cause a significant revenue loss as they already have a limited supply of hangars.

Board Member Haemmerle commented that he would prefer the "no action" alternative and has no objections at this time to the other alternatives presented.

Board Members Greenberg and Schoen supported the inclusion of alternatives in the MPU. Board Member Schoen commented that the issue of needed space for commercial aircraft parking will become reality before airport relocation so it should be considered and planned for.

Board Member McCleary commented that it is important to include the impacts an alternative may have on other areas of the Airport, in order to make an informed decision.

Board Member Haemmerle clarified that finding no objections to an alternative at this time does not guarantee implementation of the alternative in the future, just the inclusion of it in the MPU.

Engineer Mitchell continued and presented the Passenger Vehicle Parking Alternatives identified in Chapter D of the MPU.

Chairman Fairfax opened the discussion on the Passenger Vehicle Parking alternatives to public comment.

Ketchum/Sun Valley resident Dick Fenton commented that constructing a single-deck parking structure on the existing lower parking lot would increase parking space by 32%, a three level parking structure would increase it by 64%. He also suggested the possibility of mixing certain aspects of different alternatives in order to gain the amount of parking needed for future capacity.

Board Member Haemmerle commented that his preference would be to contain parking in an industrial area rather than a rural one. He also commented that he does

not favor Alternative 3 but does not object to its inclusion in the MPU.

Chairman Fairfax commented that his preference would be to acquire land for parking rather than construct a parking structure as the latter alternative would be extremely expensive.

Board Member McCleary commented that all the alternatives should remain in the MPU. She also commented that the Board should consider vehicle parking as a revenue source.

Board Member Greenberg agreed with Board Member McCleary and commented that the options are not mutually exclusive from one another and alternatives can be combined to meet the needs and preferences of the Board.

Board Member Schoen commented that the Board should designate a capital fund for the building of a parking structure at the appropriate time in the future. He also commented that he does not favor the idea of buying property that would require a shuttle service. He agreed that combining the alternative of a parking structure and purchasing property adjacent to the Airport would be the preferable solution and asked that the consultants include that option in the MPU.

Vice-Chairman Keirn commented that rental car agencies operate off-site at most airports and shuttle customers to their offices. He suggested that the Board consider having the rental car agencies park vehicles off-site and provide shuttle service.

Sun Valley Economic Development representative Jack Sibbach commented that the Board's cheapest resource is the land they already own within the existing airport property and should consider a multi-deck parking structure.

Ketchum/SV resident Dick Fenton suggested that the Board consider acquiring lots to the west of the Airport as a relocation site for rental car staging.

Board Member Cooley asked what the height of a two story parking structure would be.

Engineer Mitchell answered that the height would be 30 feet, unless the Board chose to build a level underground, then it would be less than 30 feet.

Engineer Mitchell continued and presented the General Aviation Apron and Hangars Alternatives identified in Chapter D of the MPU.

Board Member Haemmerle commented that he does not object to the inclusion of the alternatives presented regarding the general aviation apron and hangars. He suggested that the Board discuss the necessity of this part of the MPU once the document has been completed. He also asked that the reference to Alternative #7 in Assumption #8 of the MPU be removed from the document.

Mr. Rasch commented that from an operational standpoint, Alternatives #2 and #4 for the general aviation apron expansion are better options because an expansion to the south would not put airport operations as close to residential areas as much as an expansion to the west would. He added that he particularly favors Alternative #2.

Hailey resident Kiki Tidwell asked if anything could be done to limit general aviation's noise impact on the residents of Blaine County, particularly those residing south of the Airport. She also commented that early morning flight departures do not work well for the traveling public of this area.

Bellevue resident Ed Jenkins commented that he would be interested in seeing a comparison between the cost of purchasing and developing land for expansion and the cost of cancelled or diverted flights the airport averages annually. He commented that it does not make sense to expand the Airport to accommodate traffic for one week out of the year.

Hailey resident Linda Haavik commented that the land acquisition options should remain in the MPU as it is important to accommodate overnight aircraft thereby reducing the amount of takeoffs and landings and minimizing fuel consumption.

Bellevue Councilman Craig Wolfrom urged the Board to follow the guidelines of the FMAA Joint Powers Agreement and not expand outside the current airport property lines. He also asked if the Board could guarantee that no public funds will be used to fund an expansion and approximately how many additional acres will be necessary for snow storage in addition to parking spaces. Mr. Wolfrom requested that the Board develop a cost analysis for each proposed alternative for existing site projects as well as replacement site costs.

Board Member Haemmerle commented that an MPU simply outlines alternatives for future growth and no projects will go forward without being thoroughly discussed and approved by the Board. He also commented that he would appreciate hearing comments from residents of the north that recognize the safety and quality of life for the residents of Hailey and Bellevue, rather than commenting only on the economic benefit of the Airport.

Board Member Schoen commented that Alternatives #2 and #4 would have the least disruptive impact on the surrounding residents as well as be the most effective operationally. He suggested that the language in Assumption #8 of Chapter D of the MPU be amended to reflect the inclusion of parts of Alternative #7.

Chairman Fairfax commented that he prefers Alternatives #2 and #4 as it would be least disruptive to surrounding residents. He also suggested that the Board be mindful that they still must accommodate general aviation capacity while other areas of the Airport are being expanded as well.

Board Member Greenberg commented that the landowner may not agree to sell the amount of land required for the proposed expansion and will affect the cost analysis projections for these alternatives. He agreed that Alternatives #2 and #4 are the most viable options and also agreed with Board Member Schoen's suggested amendment to the language of Assumption #8 regarding Alternative #7.

Bellevue resident Don Benson asked if the space constraints of the Airport are experienced in summer months and not in winter months.

Airport Manager Baird commented that the Airport has reached capacity in a single weekend more than once a year. Chairman Fairfax added that the decrease of capacity in the winter is mainly due to weather but capacity is reached on both summer and winter weekends.

Board Member Haemmerle commented that the Airport's ultimate constraint is the airport's location.

The Board discussed the language regarding Alternative #7 included in Assumption #8 of the MPU and whether or not it should remain as is, be amended, or be removed from the document.

Ed Jenkins suggested that the Board start with projections that are feasible regarding land acquisitions.

Dick Fenton appreciated the energy the Board has put into involving the public in MPU discussions and urged the Board to consider reviewing the Master Plan every five years.

Chairman Fairfax commented that the Board can review the projections in the MPU every five years and if they are considerably different the Board can update the Master Plan if deemed necessary.

Pam Matey asked if there has been, or if there will be a study of the health consequences of living under a flight path.

Airport Manager Baird answered that there have been no air quality studies done for residents under the flight path.

Kiki Tidwell asked if reliability can be increased.

Chairman Fairfax answered that an instrument approach study is still undergoing.

Sun Valley Economic Development (SVED) representative Doug Brown commented that he is in constant contact with local businesses and has learned that air service, airport operations, lodging, and government decisions affecting business are key topics of concern. After studying the draft MPU, SVED has concluded that the community must not risk the future of its economy by not having the Airport prepared for increased visitor and business travel during the years of waiting for a replacement airport solution and those who support keeping the Airport "inside the fence" stand to jeopardize the Airport and the economy. He also commented that safety is very important to all citizens of the Wood River Valley and he has faith that the FAA will keep the Airport up-to-date on safety standards. In regard to emailing public comments to the entire Board rather than Airport Staff or County representatives, Mr. Brown commented that, historically, he has had a difficult time receiving a response to email correspondence from Hailey City Council members and the Mayor.

Erin Smith commented that she is in favor of the Airport remaining where it is and doing whatever is necessary to ensure that it is efficient and safe. She also commented that the expansion of air service helped to revitalize the local economy.

Board Member Haemmerle commented that he was disturbed by Mr. Brown's comment regarding the importance of the economy over public safety. He stated that the City of Hailey will never surrender the safety of the City for an economic advantage.

Craig Wolfrom commented that the Board should focus more on airport relocation and less on improving the existing site as relocation it is the only way to solve all of the issues the Airport currently has.

Ed Jenkins asked the Board to research a horizontal landing approach.

Kiki Tidwell commented that as a member of the traveling public she would be willing to drive an additional 15-40 minutes to get to the airport if it meant better reliability.

Chairman Fairfax closed the public hearing.

Board Member Schoen briefed the Board that he submitted his suggested edits to the consultants drafting the MPU. His edits included formatting errors, clarity in language, and language changes.

The Board discussed the master planning process, what decisions the consultants required from the Board in order to complete Chapter D of the MPU, and further suggested changes to the MPU including:

- Decreasing the amount of goals or assumptions listed in Chapter D.
- The removal of the phrase “to allow the airport to operate efficiently” from the last page of Chapter D.
- Including language that addresses impacts with respect to the local community.

After a lengthy discussion the Board decided to table further discussion on what preferences they are required to submit regarding Chapter D until the next Board meeting.

IV. APPROVE FMAA MEETING MINUTES

A. August 4, 2015 Regular Meeting (See Brief)

The August 4, 2015 Friedman Memorial Airport Authority Meeting Minutes were approved as presented.

MOTION:

Made by Board Member McCleary to approve the August 4, 2015 Friedman Memorial Airport Authority Regular Meeting Minutes as presented. Seconded by Board Member Cooley.

PASSED

BOARD MEMBER HAEMMERLE ABSTAINED

V. REPORTS

A. Chairman Report

No report was given.

B. Blaine County Report

No report was given.

C. City of Hailey Report

No report was given.

D. Airport Manager Report

Airport Manager Baird reported that TSA representative Curtis Vialpando is here to answer questions or concerns that the Board may have regarding the delays passengers are experiencing in the security checkpoint line.

Mr. Vialpando briefed the Board that the TSA has been conducting an analysis of the security program at FMA specifically for the peak hour flight.

Board Member Schoen commented that the Board has received comments from passengers about specific activities at the Airport related to security and the perception that security screening has caused missed flights and delays. He asked Mr. Vialpando what his approach is to addressing on-time departures.

Mr. Vialpando answered that the nature of the early hour of the morning flight sometimes causes people to not be as attentive in packing their bags and ensuring no liquids or other prohibited items are in their carry-on bags. He commented that the TSA has been working on public education efforts related to arriving at the Airport 90 minutes before the flight as well as bag packing procedures. They are also researching the possibilities of adding more TSA employees for the early morning flights and purchasing new scanning equipment.

Airport Manager Baird commented that the passengers that have complained to him about missing their flight did not arrive 90 minutes before their scheduled departure and Airport Staff will continue to work on public education on this matter.

VI. 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)**
- D. Review Correspondence (See Brief)**
- E. Airport Commercial Flight Interruptions (See Brief)**

VII. UNFINISHED BUSINESS

- A. Airport Solutions**
 - 1. Existing Site**
 - a. Plan to Meet 2015 Congressional Safety Area Requirement**
 - i. Project 3 Terminal Reconfiguration (See Brief & Power Point Presentation)**

Engineer Mitchell updated the Board on the current status of Project 3 of the RSA Improvements Project.
 - ii. Project 4 Airport Operations Building (See Brief & Power Point Presentation)**

Engineer Mitchell updated the Board on the current status of Project 4 of the RSA Improvements Project.
 - iii. Project 6 Relocate Taxiway B/Remove Taxiway A/North Apron (See Brief & Power Point Presentation)**

Engineer Mitchell updated the Board on the current status of Project 6 of the RSA Improvements Project.
 - iv. Project 7 Demolish ARFF/SRE and Administration Buildings and Construct Central Bypass Taxiway (See Brief & Power Point Presentation)**

Engineer Mitchell updated the Board on the current status of Project 7 of the RSA Improvements Project.

v. Future Projects (See Brief & Power Point Presentation)

Engineer Mitchell updated the Board on the current status of the following projects of the RSA Improvements Project:

- Landscaping Improvements
- Runway Rehabilitation

b. Retain/Improve/Develop Air Service

i. Fly Sun Valley Alliance Update

Fly Sun Valley Alliance representative Carol Waller reported that there will be more air service this winter with additional Denver and San Francisco flights and FSVA is currently negotiating flight schedules for summer and winter of 2016-2017.

B. Master Plan Update (See Brief & Power Point Presentation)

VIII. NEW BUSINESS

A. FMAA October Meeting

Airport Manager Baird asked the Board to discuss rescheduling the October meeting as Chairman Fairfax will not be available to attend the regularly scheduled meeting on October 6th.

The Board discussed rescheduling the October meeting and agreed to schedule it for October 13, 2015.

IX. PUBLIC COMMENT

Craig Wolfrom thanked the Board for allowing the Master Plan process to go forward with public comment.

X. ADJOURNMENT

The September 8, 2015 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 8:53 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.*

April Dieter

From: Harry Griffith <harry@sunvalleyeconomy.org>
Sent: Tuesday, September 08, 2015 9:18 AM
To: Jacob Greenberg
Cc: Doug Brown; Rick Baird
Subject: INPUT FOR MEETING - FMAA Comp Plan

I want to go on record that I have read and support the Airport Master Plan Chapter D as written. The framework it provides to guide airport activities over the next 5+ years is appropriate for our economic situation and growth aspirations. It also provides an acceptable framework for balancing public safety and health with the needs of the majority of Blaine Co citizens.

Please feel free to share my support with the FMAA board as appropriate.

Harry Griffith
Executive Director, Sun Valley Economic Development

www.SunValleyEconomy.org

9/8/2015

Larry Schoen, Jacob Greenberg, Angenie McCleary, Rick Baird

I have read and fully support the Airport Master Plan Chapter D. Many of us have worked for years on the boards of WREP, Sustain Blaine and currently SVED on two important goals for restoring our economic vitality in the Wood River Valley; getting hotels here and insuring air access. The Master Plan as written allows us to make significant progress on these goals and meet the needs of our community and citizens.

Steve Mils

April Dieter

From: Paul Kenny <paul@kenny-bogue.com>
Sent: Tuesday, September 08, 2015 11:19 AM
To: Rick Baird
Subject: FW: SEPT 8th AIRPORT PUBLIC COMMENTS

Rick,

I want to go on record that I have read and support the Airport Master Plan Chapter D as written. The framework it provides to guide airport activities over the next 5+ years is appropriate for our economic situation and growth aspirations. It also provides an acceptable framework for balancing public safety and health with the needs of the majority of Blaine Co citizens.

Please feel free to share my support with the FMAA board as appropriate.

Thanks,

Paul Kenny

Paul Kenny, CCIM
Broker
Paul Kenny & Matt Bogue Commercial
(208) 726-1918 *17 - office
(208) 720-3125 - cell
(208) 726-1990 - fax
paul@kenny-bogue.com
www.kenny-bogue.com



April Dieter

From: Donald Benson <bensod@cox.net>
Sent: Wednesday, September 02, 2015 5:40 PM
To: fafairfax@aol.com; ssmcb@hotmail.com; Lawrence Schoen; Angenie McCleary; fritz.haemmerle@haileycityhall.org; donidaho@cox.net; Jacob Greenberg
Cc: Craig Wolfrom
Subject: Friedman has outlived its location!

Dear Friedman Airport Authority Board Members,

I'm sure that you all have read the attached "Other View" that appeared in the Idaho Mountain Express on September 2, 2015. The City of Bellevue's Alderman Wolfrom has written a most concise and timely description of the current state of affairs at our local airport.

His views echo my thoughts perfectly and that is why I chose to "piggyback" his excellent piece.

It is well past the time to stop attempting to continually "upgrade" this outmoded, dangerous facility and instead concentrate on replacing and relocating Friedman with a safe, user friendly airport that can accommodate all types of aircraft in various weather conditions.

Please know that I fully subscribe to Mr. Wolfrom's thoughts and encourage each and every one of you to give serious consideration to the points that he has set forth.

While having lunch today in downtown Hailey I observed (once again) the absolutely ludicrous event of a plane approaching the airport directly over the heart of the city of Hailey.

It is time to do something other than "putting lipstick on this pig" and start thinking of a viable alternative to this outmoded facility that is located in a densely populated urban setting.

One other observation, hopefully all of you have ample umbrella insurance to cover your liability when an errant airplane crashes into Hailey Elementary School or any number of Hailey's residences and businesses.

Sincerely,

Donald H. Benson
800 Riverside Dr,
Bellevue, Id. 83313

OTHER VIEWS

Friedman has outlived its location

By CRAIG HOLBORN

As has become evident during Friedman Memorial Airport's history, the present location continues to take on the same importance. Because of this, I think it is important to consider the way the Wood River Valley has grown up around this airport.

When Friedman was officially opened in 1936, some plans located in a green Airport, not intended for agricultural fields—Biller was a farm town, just to the north. Its location was justifiable up until about the mid 1970s when urban development really began to take off.

While the Wood River Valley has changed with ever-increasing development and population, we too, lost the plan and frequency of growth. Now, the airport's location has

Craig Holborn is a Madison resident and member of the Delaware City Council.

almost stayed the same size. Consider that Friedman Memorial Airport is becoming closer in size to various neighborhoods than with nearly all of the viable land that now still being proposed in adjacent areas. This airport location has served its purpose—the Airport has been built—It is now too small, has too many conflicting issues regarding fulfilling the long-term needs for commercial and general aviation, and is creating the negative experience for residents of Valley and Billerica.

The Airport Authority board is populated by six publicly elected officials: three from the city of Billerica and one from Shelburne County commissioners, plus one appointed member. If you agree that it is time for the Airport Authority to face the reality that the current location has served its purpose and is no longer sustainable, that its days are numbered, you are not alone and their public office our jurisdiction. It is vital that

we attend the next New Airport Authority public hearings and voice your opinion. The airport's new master plan is outlining ways for the airport to expand beyond its current footprint plans to increase both commercial and general aviation flights—without appeal. This year, the airport board will continue to meet in its current location.

Now is the time to tell the Airport Authority's elected officials that you want the direction of your public airport moved beyond its current location, for there is great in a new, more viable, more location. We need to proactively plan and invest in a new location, more reliable, and safer facility—and in our airport's current location, which will never meet the long-term needs of this ever-growing valley.

Please attend the Sept. 8 meeting in the Old Shelburne County Courthouse, 1000 Main St., Shelburne. If you cannot attend, please write to the Airport Authority board and voice your opinion.

RAMSAY SOLUTIONS INC.

September 8, 2015

Blaine County Commissioners
219 1st Avenue South
Hailey, ID 83333

RE: Sun Valley Economic Development

Commissioners:

Furthuring steps to fulfill the Airport Master Plan is a great initiative in reducing the filtration of capital into our economy set in place by (municipal and regional) policy along with the 'unpublished fear' to evolve as a community. Each and every step forward - bettering air service - is solid momentum to create a sustainable and competitive business environment in our community.

Most Sincerely,



Carter H. Ramsay, President
Ramsay Solutions, Inc.

April Dieter

From: Doug Brown <dougbrownsv@gmail.com>
Sent: Tuesday, September 08, 2015 10:16 AM
To: Angenie McCleary; Lawrence Schoen; Jacob Greenberg; Rick Baird; Derek Voss; Don Keirn
Cc: dougbrownsv@gmail.com
Subject: Airport Master Plan Comment

Commissioners:

After attending several FMAA meetings talking about the Master Plan, and studying it in depth, it is clear to me that it is important to stay the course on upgrading airport facilities so as to have an efficient and user friendly airport while the FAA looks into longer term location and funding issues. The federal government and airport user fees will fund any tune-ups, not the local public. Having adequate and safe parking for aircraft and users as the air traffic grows over the next few years the current airport is in use is essential.

Blocking any of the initiatives in the Master Plan will likely create perceptions that we are not a business friendly valley and could impact the pace of the current climb out of the local Depression.

Doug Brown

SVED Deputy Director

Outreach, Membership, Events

My name is Doug Brown and I am with SVED. Harry Griffith could not be here tonight.

Thank you for having another opportunity at PUBLIC Comment on the important Master Plan review.

Authority Members:

Our business membership includes the largest employers in the valley. We are in constant contact with them on issues important to business. I assure you AIR SERVICE, AIRPORT OPERATIONS, LODGING, and GOVERNMENT DECISIONS AFFECTING BUSINESS are the key topics of concern. They want us to speak up at public meetings so they don't have to.

They don't want to be MASTER PLAN wonks.

As representatives of our members' best interest we have studied the MASTER PLAN and conclude that diminishing the effect of CHAPTER D would not be in our business members' best interest.

SVED has continually demonstrated the vital economic importance of our Airport and Air Service.

Why would we risk our future economy by not having our valley wide airport be prepared for increased visitor and business travel during the years we are waiting for the FAA process to:

- 1) Find a suitable location
- 2) Figure out how much it will cost
- 3) Determine who pays how much
- 4) Design it
- 5) Build it
- 6) Construct it

History in our valley demonstrates this is a lengthy process. Playing political gamesmanship with our economy is NOT in our valley's self-interest. Those who play the "inside the fence game" stand to jeopardize our airport keeping up with short-

term demand and thus hurting our economy. If we need more aircraft parking, more travelor parking, a control tower site, then let's do what we need to do. This is simply a plan to be ready for needed growth.

Taking care of business on growing airport needs does not diminish the fact that at some time in the future we need a larger facility in a different location.

Our local economy is finally on an upward trajectory, but nowhere near where it was before the Depression hit. We cannot take this for granted and no way should this board take steps to hinder the economy's forward progress.

For too many years we have sent "unfriendly" messages to those who can invest in our economy. We need to send a positive message that we have an airport that meets the needs of the near future while we prepare for a new location.

Please consider the needs of the entire community as you deliberate on these important steps. Air Service and Airport capacity are vital for our economy. Please keep your eye on the big picture.

Thank you for listening

Doug Brown, SVED, dougbrownsv@gmail.com

April Dieter

From: Baird Gourlay <BGourlay@ketchumidaho.org>
Sent: Tuesday, September 08, 2015 10:30 AM
To: Angenie McCleary; Lawrence Schoen; Jacob Greenberg
Cc: Harry Griffith
Subject: Chapter D

Good Morning Honorable's,

I have a council meeting tonight so I can't make the FMAA meeting tonight.

I just want to make sure that you know, as Ketchum's representative that we support the Airport Master Plan Chapter D as written.

It has a good framework for health and Safety needs, balanced with the needs of a thriving community.

Baird Gourlay

208 720 4769

bgourlay@ketchumidaho.org



April Dieter

From: Rick LeFaivre <rlefaivre@gmail.com>
Sent: Tuesday, September 08, 2015 10:51 AM
To: Jacob Greenberg
Cc: Rick Baird; Harry Griffith; Doug Brown
Subject: Input for Airport Master Plan Discussions

Importance: High

Jacob, I would like to add my support for staying the course with the Airport Master Plan Chapter D as written. As you know, I am heavily involved with growing our business base in the Wood River Valley to create more of a year-round economy for our region. This has included the formation of a business incubator for new startups (the *Ketchum Innovation Center*); the launch of the *Sun Valley Band of Angels and Mentors* to mentor local companies and, as appropriate, raise investment capital to grow them (more than \$1M raised to-date); and a focus on moving companies here that has brought several new companies and associated jobs to the region.

I can say that without question all of this requires a robust local airport for business travelers, not to mention the tourism benefits of outstanding air service. I think that the improvements to the existing airport have been outstanding, and the new flights definitely make it easier to locate businesses here. Personally I wish that the runway could be extended to deal with the tail-wind takeoff problem, but I know that that is a difficult discussion to have. Nevertheless, anything that can be done to improve our local air service is a winner for both our year-round and tourism economies, and I support the plan to continue to make the airport better.

Thank you for your consideration.

Best Regards,

Rick LeFaivre
Chair, Ketchum Innovation Center
Chair, Sun Valley Band of Angels and Mentors
Board Member, Sun Valley Economic Development
Board Member, Sun Valley Institute for Resilience
Board Member, Wild Gift



August 20, 2015

Rick Baird, Airport Manager

Friedman Memorial Airport

1616 Airport Circle

Hailey, ID 83333

Dear Rick,

The busy summer and the large conference we host in July have highlighted the real need our airport has to recapture lost aircraft parking due to the FAA mandated reconfigurations of our taxiways, terminal, air carrier parking areas and General Aviation parking areas. We note that a number of aircraft during the conference had to relocate to other airports due to the lack of overnight parking. If we are to continue to efficiently host conferences and manage peak holiday days we need to recapture the lost space due to the reconfiguration.

Atlantic Aviation believes Alternative 1 and 3 should be rejected as both alternatives negatively impact the current operations area and will move operations closer to residential areas. Atlantic Aviation believes our community would not support either of these alternatives.

While Alternative 4 has desirable operational features and would provide for future demand, Atlantic Aviation does not support Alternative 4 as this alternative could be perceived by the community as an expansion of the airport since it is designed for future demand.

In conclusion, Atlantic Aviation picks Alternative 2 as our choice. Alternative 2 will provide the needed space to recapture lost aircraft parking due to the recent reconfiguration of the airfield. Alternative 2 also has many desirable operations features. Atlantic Aviation feels Alternative 2 could be supported by the authority and the community as it is not an expansion of the airport but a recapture of space lost due to the re-configuration.

Sincerely,

Michael T. Rasch, General Manager

ATLANTIC

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SCANNED



E-MAILED

Even Barrett &
Mark McFarland