

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

**October 13, 2015  
5:30 P.M.**

**IN ATTENDANCE:**                   **BOARD MEMBERS:** Chairman – Ron Fairfax, Board – Lawrence Schoen, Fritz Haemmerle, Jacob Greenberg, Angenie McCleary, Pat Cooley  
**FRIEDMAN MEMORIAL AIRPORT STAFF:** Airport Manager – Rick Baird, Contracts/Finance Administrator – Lisa Emerick, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Administrative Assistant/IT Systems Maintenance Coordinator – April Matlock, Administrative Assistant – Cecilia Vega  
**CONSULTANTS:** T-O Engineers – Dave Mitchell; R/L/B – Nicholas Latham  
**AIRPORT TENANTS/PUBLIC:** FSVA – Dick Fenton; Atlantic Aviation – Mike Rasch; James Stireman, Peter Lobb, Marc Reinemann  
**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 5:38 p.m. by Chairman Fairfax.

**I. APPROVE AGENDA**                   The agenda was approved as presented.

**II. PUBLIC COMMENT**                   No public comment was made.

**III. APPROVE FMAA  
MEETING MINUTES**

**A. September 8, 2015 Regular Meeting (See Brief)**

The September 8, 2015 Friedman Memorial Airport Authority Meeting Minutes were approved as presented.

**MOTION:**                                   **Made by Board Member McCleary to approve the September 8, 2015 Friedman Memorial Airport Authority Regular Meeting Minutes as presented. Seconded by Board Member Haemmerle.**

**PASSED UNANIMOUSLY**

**IV. REPORTS**

**A. Chairman Report**  
No report was given.

**B. Blaine County Report**  
Board Member Greenberg reported that the Blaine County Commissioners received an email from Steven Garman commenting on the Runway Use Program item of discussion on tonight's agenda. (Minutes Attachment #1)

**C. City of Hailey Report**  
Board Member Haemmerle reported that a comment regarding Chapter D of the Master Plan was received from Evan Stelma and has been distributed to the Board. (Minutes Attachment #2)

**D. Airport Manager Report**  
No report was given.

## 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)

### D. Review Correspondence (See Brief)

Airport Manager Baird briefed the Board that Congress has appropriated the recent Airport Improvement Program (AIP) bill.

### E. Airport Commercial Flight Interruptions (See Brief)

### F. Employee of the 1<sup>st</sup> Quarter, 2015 (See Brief)

Airport Manager Baird briefed the Board that this agenda item will be deferred to the November meeting due to the recipient's inability to attend tonight's meeting.

### G. Employee of the 2<sup>nd</sup> Quarter, 2015 (See Brief)

Airport Manager Baird briefed the Board that this agenda item will be deferred to the November meeting due to the recipient's inability to attend tonight's meeting.

## VI. 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.

Board Member Schoen expressed concern that the programmed revolving door is electronically activated and that children in the secure waiting area could pass through it inadvertently or become caught in it. He asked whether it will require constant maintenance and supervision to remain operational. He also asked what happens when the door is nonoperational.

Engineer Mitchell answered that a mechanical revolving door was installed to avoid the need to staff a door monitor. The door will require maintenance but it keeps the secure area secure by only revolving one way and stopping if someone were to try to enter the secure area from the unsecure side.

Airport Manager Baird added that the revolving door has a lot of safety features on it and is an economical solution to a very expensive proposition as well as a relatively inexpensive apparatus to maintain.

##### 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

Airport Manager Baird thanked the consultant team for a fantastic job done on a very difficult project as it nears completion.

**b. Retain/Improve/Develop Air Service**

**i. Fly Sun Valley Alliance Update**

Fly Sun Valley Alliance representative Dick Fenton reported on the following:

- Enplanements were strong this summer despite a decrease in the amount of flights offered by airlines.
- Booked flights for the winter season have increased by 30% compared to last year's bookings.
- FSVA will be meeting with United Airlines at the end of October to finalize the 2016 summer schedule and discuss the schedule for 2017.
- FSVA has been discussing the possibility of adding San Francisco flights in the fall with United Airlines.

Chairman Fairfax asked if FSVA can measure how many passengers come to Sun Valley now because of the new direct flights from SFO and DEN.

Mr. Fenton answered that several people have commented about coming to Sun Valley for the first time or more frequently because of the new direct flights.

Board Member Greenberg asked if there has been any discussion about the wait time in SLC for connecting flights.

Mr. Fenton answered that the time delay for connecting flights in SLC is due to the absence of the afternoon flight that SkyWest did not schedule this year for weekdays.

Board Member McCleary asked if FSVA is continuing to evaluate other destinations.

Mr. Fenton answered that FSVA is continuing to evaluate market potential in Dallas, Chicago, and Portland.

Airport Manager Baird briefed the Board that the Airport's Air Service Consultant, Ron McNeill will be here during the November or December Board meeting to present a leakage analysis and market statistics to the Board.

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

Airport Manager Baird updated the Board on the current status of the Master Plan Update and what the next steps are in the process.

Board Member Haemmerle suggested that the Board review a redline version of Chapter D based on Board comments made during the September Board Meeting and then have a broader discussion in December about Chapter D.

The Board discussed whether the Chapter D discussion should commence at the November meeting or be deferred to the December meeting, the amount of time the public should have to review a chapter upon its release and before the next Board meeting, and the format and structure of the Board agendas.

The Board agreed to summarize their individual preferences for the alternatives in Chapter D that were expressed at last month's meeting.

Board Member Greenberg preferred tower sites #1 and #2 with possible consideration for a site on top of the terminal, commercial apron parking alternative #3, public parking on-site, and alternatives #2 and #4 for general aviation land recapture.

Board Member Schoen prefers that the tower site be placed on top of an existing structure to save space within a space-constrained environment and if that is not possible he would prefer tower sites #1 or #2. With respect to commercial apron parking he prefers first the north then the west alternatives. With respect to public parking he supports a tiered parking structure with one or two additional levels, assuming compliance with Hailey code, as well as adjacent land acquisition. With respect to general aviation facilities he prefers alternative #4 and alternative #1 as a supplement, if more space is deemed necessary in the future.

Board Member McCleary commented that she agrees with Board Members Greenberg and Schoen and added that the expansion plan for the passenger terminal building within the existing Airport property should be planned for. She commented that she prefers the general aviation facilities alternative #4.

Board Member Haemmerle commented that, from what he has heard, City of Hailey citizens are against Airport expansion and stressed that language on page D34, paragraph 7 be revised to "expansion will be considered for facilities that are deemed necessary."

The Board discussed Board Member Haemmerle's suggested revision to Chapter D and did not reach a consensus about the revision.

Board Member Greenberg commented that, from what he has heard from some Hailey business owners and general public, they are supportive of recapturing space for general aviation facilities and operations. He commented that they are pragmatic in their approach about whether the Board needs to purchase land outside the existing Airport property to replace the space lost from construction projects and to ensure that the Airport has the capacity to maintain operations for the next 20 years or until the Airport is relocated.

Chairman Fairfax commented that in his dental practice, he rarely hears from Hailey citizens that they do not support expansion, but that they want the Airport to survive as it helps their business; however, the Mayor probably has better feedback from Hailey citizens regarding the Airport.

Board Member Haemmerle commented that it is in the Wood River Valley's best interest to have a thriving, decent Airport; however, the City and County have an agreement that says the Airport will not be expanded unless it's necessary and the City will not depart from that agreement.

Board Member Schoen commented that debating these issues is part of a healthy, public process, leading to any decision about expansion. He said it is important to define the context of the word "necessary" to guide the decision-making process. He favored revision on page D34, paragraph seven to include "...necessary to allow the Airport to operate safely and efficiently." He commented that the County Commissioners are extremely sensitive to the safety and environmental impact aspects of improvements at the Airport and also receive and acknowledge public comments regarding improvements made to the existing site.

Dick Fenton commented that it would be helpful if the public could review the draft Master Plan chapters as far in advance as is reasonable.

Chairman Fairfax directed Staff to prepare a redline version of Chapter D, present it to the Board and public at the November meeting, and discuss the revisions to Chapter D at the December Board meeting.

The Board discussed the timeline for distributing, presenting, and discussing draft Chapter E of the Master Plan Update and agreed to distribute Chapter E with the November Board packet, present it at the November Board meeting, and discuss it at the January Board meeting.

Airport Manager Baird briefed the Board that the Master Plan chapters and related documents are now available and easily accessible on the Airport's website, [www.iflvsun.com](http://www.iflvsun.com). Website visitors will also have the ability to submit public comment through the website as well.

### **C. Communication Director Selection Process (See Brief & Power Point Presentation)**

Airport Manager Baird briefed the Board on the current status of the Communication Director Selection Process.

The Communications Committee discussed the schedule for the interviewing process and agreed to finalize the schedule with Staff and discuss conducting a meeting before the interview process.

## **VII. NEW BUSINESS**

### **A. Runway Use Program (See Brief)**

Board Member Haemmerle commented that he asked Chairman Fairfax to put this topic on tonight's agenda in order to investigate the Board's options regarding the development of an Involuntary Noise Abatement Program. He proposed that the Board elect a subcommittee to study the current Voluntary Noise Abatement Program and analyze alternative options for noise abatement procedures.

The Board discussed Board Member Haemmerle's proposal as summarized below:

- The proposed subcommittee should include general aviation representatives, Air Traffic Control Tower operators, representatives from Atlantic Aviation, and the community.
- The subcommittee's purpose would be to research Runway Use Program options as well as noise abatement procedure options.

Board Member Greenberg commented that it would be helpful to invite someone with technical knowledge about this topic to help the Board understand and interpret what the Runway Use Program document means. He commented that the Board must be cautious in making decisions that may have the opposite effect of what is intended.

Board Member Haemmerle commented that he would like to understand better the technical aspects of how a mandatory noise abatement program would interfere with Airport operations.

The Board agreed to form a subcommittee to discuss the topic further and directed Staff to develop a group of candidates to serve on the subcommittee and present it at next month's Board meeting.

#### **VIII. PUBLIC COMMENT**

Peter Lobb commented that it seems as though pilots mention safety in order to do as they please. Pilots need to be convinced that if they do break the rules, there are consequences. Mr. Lobb volunteered to be a community representative on the proposed subcommittee.

#### **IX. ADJOURNMENT**

The October 13, 2015 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.*

**April Matlock**

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**From:** Jacob Greenberg <jgreenberg@co.blaine.id.us>  
**Sent:** Tuesday, October 13, 2015 10:18 AM  
**To:** Rick Baird; April Dieter  
**Subject:** FW: FMAA Northern Approach

For the record please.

Jacob

**From:** Jacob Greenberg [mailto:jacobg53@gmail.com]  
**Sent:** Tuesday, October 13, 2015 10:16 AM  
**To:** Jacob Greenberg <jgreenberg@co.blaine.id.us>  
**Subject:** Fwd: FMAA Northern Approach

Sent from my iPad

Begin forwarded message:

**From:** Mmand <[mmands@mindspring.com](mailto:mmands@mindspring.com)>  
**Date:** October 12, 2015 at 9:42:26 PM MDT  
**To:** Jacob Greenberg <[jacobg53@gmail.com](mailto:jacobg53@gmail.com)>  
**Subject:** Re: FMAA Northern Approach

Jacob,

Thanks for sending this. I have given it a quick review and as we talked about at Shorty's, to implement a restriction on traffic from/to the north out of Friedman will be a huge undertaking with the FAA. As you know, FAA funding it tied to complete access to the airport by all users.

In my opinion, (18,200 hrs of flight time, in multiple jets, turboprops and piston aircraft and the operator of a TBM-850 turboprop and the Chief Pilot of a Learjet 31A, and a Cessna 180, all based in SUN) this will cause problems from a safety standpoint. What a "north fly over restriction" will do, will be to encourage aircraft to land and take off over Bellevue, no matter what the winds. We'll see an increase of loss of control accidents, and now we'll have aircraft heading north toward the McCurtcher park with an additional tail wind component (ground speed) and far less control on the runway. Is this really what the citizens want?

I would be very happy to present the board my thoughts on this matter if my time permits. Sadly I cannot be at the meeting on Tuesday but please feel free to share these thoughts publicly with the FMAA board and attendees.

Thank you for sharing this with me.

Steven Garman  
(208) 720-1128  
[mmands@mindspring.com](mailto:mmands@mindspring.com)

[FlightManagementServicesLLC.com](http://FlightManagementServicesLLC.com)

On Oct 12, 2015, at 21:15, Jacob Greenberg <[jacobg53@gmail.com](mailto:jacobg53@gmail.com)> wrote:

Hi Steve,

I did not have a copy of the regulation as I thought. It was at my county office. The document is on page 63 of the October 13th agenda items on the airport site. I hope that helps and I would welcome your comments for tomorrow night's meeting.

Jacob Greenberg

Sent from my iPad



October 12, 2015

Friedman Memorial Airport Authority Board

Dear Commissioners,

Please let this email serve as notice that I have read the proposed Friedman Memorial Airport Masterplan Update Chapter D. My comment follows.

First off, the chapter has not been written as any of the others were previously in the draft Friedman Masterplan. No specific plan was chosen or suggested as the best for FMA going forward. An optimal choice is generally proposed and then public comment taken on that decision. To just leave the chapter dangling at what appeared to be a halfway point was very odd.

Due to the lack of any compelling data suggesting that we are out of space at the airport (the Allen and Company week when eleven jets couldn't land is not a crisis), I would urge the FMAA Board to vote against any expansion outside the fence at this time. We don't have a critical need currently. The Masterplan and FMA needs can be revisited when that time comes; however, at this point, keeping the Joint Powers Agreement intact and not stepping outside the current fence of the airport is warranted. No Action is the Alternative I urge the Board to take on this chapter.

Sincerely,

Evan Steima, Bellevue, ID 83313