#### **MINUTES OF A SPECIAL MEETING** OF THE FRIEDMAN MEMORIAL AIRPORT AUTHORITY\*

#### April 23, 2019 5:30 P.M.

IN ATTENDANCE:	<ul> <li>BOARD MEMBERS: Chairman – Jacob Greenberg, Vice-Chairman – Don Keirn, Ron Fairfax – Treasurer, Dick Fosbury – Secretary, Board - Angenie McCleary, Pat Cooley FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Chris Pomeroy, Contracts/Finance Administrator – Lisa Emerick, ASC/Special Projects</li> <li>Coordinator/Executive Assistant – Steve Guthrie, Airport Operations Manager – Todd Emerick; Airport Administrative Coordinator – Sue Heaphy</li> <li>FAA: Lead Civil Engineer/Compliance Specialist - Steve Engebrecht</li> <li>CONSULTANTS: T-O Engineers – Dave Mitchell &amp; Vince Barthels</li> <li>AIRPORT TENANTS/PUBLIC: Atlantic Aviation – Brian Blackburn, Fly Sun Valley</li> <li>Alliance – Carol Waller, Len Harlig, Ryan Sullivan, Marc Reinemann, Carl Hjelm, Glass</li> <li>Cockpit Aviation – John Strauss &amp; Dennis Harper, David Anttila, SVED - Jack Bariteau</li> <li>AIRPORT LEGAL COUNSEL: Lawson Laski Clark &amp; Pogue, PLLC – Jim Laski</li> <li>PUBLIC HEARING FACILITATOR: Judge Robert Elgee, retired</li> <li>PUBLIC HEARING STENOGRAPHER: M&amp;M Court Reporting Service - Jeff LaMar</li> <li>PRESS: Idaho Mountain Express – Alejandra Buitrago</li> </ul>
CALL TO ORDER:	The meeting was called to order at 5:30p.m. by Chairman Greenberg.
	Chairman Greenberg stated the purpose of the meeting is to conduct a Public Hearing for the Draft Environmental Assessment and Section 4(f) Evaluation for proposed improvements to the airport. He stated this is the only agenda item and that Judge Elgee, retired, will be facilitating the hearing. He further explained the purpose of the hearing is to take public comment only and the Board and Airport staff will not respond to any comments or questions. Chairman Greenberg introduced the Public Hearing meeting facilitator, Judge Robert Elgee, retired and Vince Barthels, Project Manager, T-O Engineers.
I. PUBLIC HEARING	RE: DRAFT ENVIRONMENTAL ASSESSMENT INCLUDING SECTION 4(f) EVALUATION
	See Attachment #1 – Presentation given by Vince Barthels, T-O Engineers & Attachment #2 – Public Hearing transcription to include public comments.
	Judge Elgee concluded the Public Hearing at 6:02 p.m.
II. ADJOURNMENT	The April 23, 2019 Special Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 6:03 p.m.

Angenie McCleary, Secretary



TO ENGINEERS

# **STAKEHOLDERS**

- Friedman Memorial Airport Authority (FMAA)
  - Airport Board
  - Airport Manager
- Federal Aviation Administration (FAA)

- Lead Agency

- Members of the Public
  - Bellevue
  - Hailey





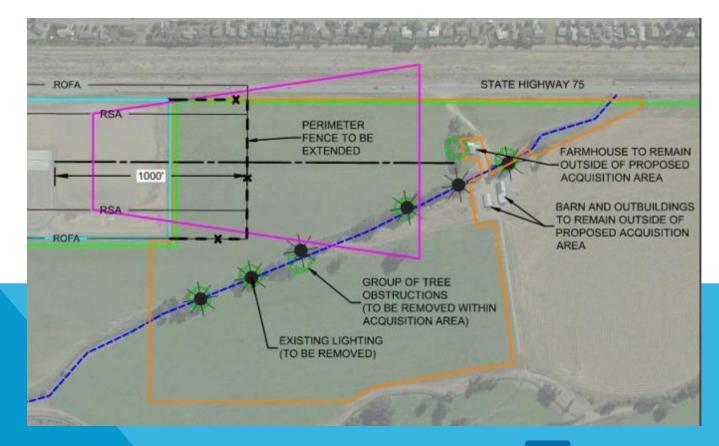
## ENVIRONMENTAL PROCESS & POLICIES

- National Environmental Policy Act (NEPA)
- FAA Order 1050.1F Environmental Impacts: Policies & Procedures
- FAA Order 5050.4B Airport Actions
- Section 4(F) of the U.S. Dept. of Transportation Act of 1966
- Clean Water Act, Clean Air Act and National Historic Preservation Act
- Public Hearing April 23<sup>rd</sup>
- Overall 45-Day Comment Period Requirement-started March 20<sup>th</sup>



## **PROPOSED ACTION:**

- Acquisition of 64.6 acres
- Tree removal
- Extended fencing





### RESOURCES















## **OPPORTUNITY TO COMMENT**

### Today

- Verbal
- Written

Mail by May 3<sup>rd</sup>, 2019 T-O Engineers Attn: Vince Barthels 121 W. Pacific Ave, Ste 200 Spokane, WA 99201

### Email by May 3<sup>rd</sup> 5:00pm PST vbarthels@to-engineers.com



BEFORE FRIEDMAN MEMORIAL AIRPORT AUTHORITY BOARD

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IN RE: 4.4

FRIEDMAN MEMORIAL AIRPORT

5.44

PUBLIC HEARING

BLAINE COUNTY COURTHOUSE

206 1ST AVENUE SOUTH HAILEY, IDAHO 83333 APRIL 23, 2019

5:37 P.M.



**REPORTED BY:** JEFF LaMAR, C.S.R. No. 640 VIL -34.8-116 Notary Public



SOUTHERN 1-800-234-9611

BOISE, ID 208-345-9611

TWIN FALLS, ID 208-734-1700

POCATELLO, ID 208-233-0816

ONTARIO, OR 541-881-1700

HAILEY, ID 208-578-1049

**NORTHERN** 1-800-879-1700

COEUR D'ALENE, ID 208-765-1700

SPOKANE, WA 509-455-4515

www.idahocourtreporting.com

			April 23, 2019
	Page 2	Γ	Page 4
1	FACILITATOR: Judge Robert James Elgee	1	facilitate and oversee this meeting for the purpose of
2	1101211111014 00000 100000 000000		taking public comments on the issues that have been
	FRIEDMAN MEMORIAL AIRPORT AUTHORITY BOARD:		publicly noticed. I have been a judge here in Blaine
4	Jacob Greenberg, Chair		County for 25 years past and I am now retired. I have
5	Donald Keirn, Vice Chair		no personal interest in any of the issues presented
6	Ronald Fairfax, Treasurer		here for public comment.
7	Angeneie McCleary, Secretary	7	This Public Hearing concerning the draft
8	Richard Fosbury, Board Member		Environmental Assessment and Section 4(f) Evaluation
9	Pat Cooley, Board Member		for proposed improvements to the Friedman Memorial
	ATTORNEY FOR FRIEDMAN MEMORIAL AIRPORT:		Airport, Hailey, Idaho, is now open. This Public
11	James R. Laski, Lawson Laski Clark & Pogue, LLP		Hearing will proceed in an orderly fashion, and I would
	PROJECT CONSULTANT:		like to ask your cooperation in the following
13	Vince Barthels, T.O. Engineers		procedure.
1	PUBLIC COMMENTERS:	14	Everyone present will be given an
15	David Anttila		opportunity to be heard after the consultant has
16	Carol Waller		offered a brief overview presentation of the proposed
17	John Strauss		project action and the two draft documents presented.
18	Jack Bariteau	18	The stenographer will be recording what is
19	· · · · · · · · · · · · · · · · · · ·	19	
20		20	· · · · · · · · · · · · · · · · · · ·
21		21	address. Please spell your first and last name for the
22			stenographer. Please speak slowly and clearly. Only
23			one person will be allowed to speak at a time.
24		24	Persons in the audience must refrain from
25		25	emotional outbursts and exchanges between audience
	Page 3		Page 5
1	CHAIRMAN GREENBERG: All right. I'm calling	1	members, audience members and a commentator, and/or any
2	this special meeting of the FMAA to order for Tuesday,	2	open challenges to presentation of any public comment
	April 23rd, 2019. The purpose of this meeting is to		being provided. I will not allow outbursts of
4		2	
	conduct a Public Hearing for the draft Environmental		applause, cheering, or any other form of emotional
	Assessment and Section 4(f) Evaluation for proposed	4	
5	•	4	applause, cheering, or any other form of emotional
5 6	Assessment and Section 4(f) Evaluation for proposed	4 5 6	applause, cheering, or any other form of emotional displays during the course of this hearing.
5 6	Assessment and Section 4(f) Evaluation for proposed improvements to the Airport. This is the only agenda item tonight. Judge Elgee will facilitate the hearing.	4 5 6 7 8	applause, cheering, or any other form of emotional displays during the course of this hearing. All comments should be addressed to the hearing body, should be relevant to the application, and should not be of a personal nature. When all
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	Page 6		Page 8
1	Tonight I'll be sharing with you a brief	11	Runway Safety Area, full length Runway Object Free
1	overview of the information presented in the		Area, and most of the Runway Protection Zone. The
	Environmental Assessment and Section 4(f) Evaluation.		acquisition allows for the maintenance of areas where
	I have a six-slide PowerPoint that should take roughly		obstructions are located within the approach and
	ten minutes to walk through. During this presentation		departure surfaces. The Proposed Action does not
	I will not be taking questions. I will expand on this	6	acquire the portion of the Runway Object Free Area
	process more at the end of the presentation.		associated with Highway 75. This area up here
8	I would like to acknowledge the	8	[indicating].
9	stakeholders present here tonight, including, but not	9	The Proposed Action includes the removal of
10	limited to, members of the Friedman Memorial Airport	10	all trees on the south end of the runway that penetrate
	Authority Board, the Airport manager, administrative	11	or could penetrate in the future the Airport's Part 77
	staff, Dave Mitchell, who's the project engineer and	12	
	project manager with T.O. Engineers, and members of the	13	
	public who have joined us this evening.		to 200 trees may be removed. After the tree removal,
15	As background, the Friedman Memorial		1 1
	Airport Authority was formed through a joint powers		
	agreement between the City of Hailey and Blaine County.	17	The Proposed Action would extend the
	They operate and manage the Airport as a commercial	18	
	services Airport.	19	length Runway Object Free Area, which places the fence
20	The Friedman Memorial Airport Authority serves as the Airport sponsor for this project. The	20	approximately a thousand feet beyond the runway end, shown here on this slide [indicating].
	Federal Aviation Administration, or FAA, is the lead	21	This slide illustrates the extended
F	federal agency.		
24	The National Environmental Policy Act, or		400 feet south of its current location and include 6.5
	NEPA, is the guiding regulation under which many other		additional acres and the full Runway Safety Area and
-	TYDE I'V, IS the guiding regulation under which many other		additional across and the run real way Safety Files and
	Page 7	<u> </u>	Page 9
1		1	
	laws and policies are applied. Relevant processes,		full length Runway Object Free Area. A portion of the
2		2	
2	laws and policies are applied. Relevant processes, policies, and acts that pertain to the Environmental	2	full length Runway Object Free Area. A portion of the width of the Runway Object Free Area for Highway 75
2 3 4	laws and policies are applied. Relevant processes, policies, and acts that pertain to the Environmental Assessment and/or 4(f) Evaluation include, but are not	2 3 4	full length Runway Object Free Area. A portion of the width of the Runway Object Free Area for Highway 75 will remain outside of the Airport fence.
2 3 4 5 6	laws and policies are applied. Relevant processes, policies, and acts that pertain to the Environmental Assessment and/or 4(f) Evaluation include, but are not limited to, FAA Order 1050.1.F, environmental impacts, policies, and procedures; FAA order 5050.4 B, which per pains to the NEPA implementing instructions for Airport	2 3 4 5 6	full length Runway Object Free Area. A portion of the width of the Runway Object Free Area for Highway 75 will remain outside of the Airport fence. Chapter 4 of the Environmental Assessment is titled "Affected Environment, Environmental Consequences, and Mitigation." As described in this
2 3 4 5 6 7	laws and policies are applied. Relevant processes, policies, and acts that pertain to the Environmental Assessment and/or 4(f) Evaluation include, but are not limited to, FAA Order 1050.1.F, environmental impacts, policies, and procedures; FAA order 5050.4 B, which per pains to the NEPA implementing instructions for Airport actions; Section 4(f) of the U.S. Department of	2 3 4 5 6	full length Runway Object Free Area. A portion of the width of the Runway Object Free Area for Highway 75 will remain outside of the Airport fence. Chapter 4 of the Environmental Assessment is titled "Affected Environment, Environmental Consequences, and Mitigation." As described in this chapter, potentially affected resources may include:
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2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21	laws and policies are applied. Relevant processes, policies, and acts that pertain to the Environmental Assessment and/or 4(f) Evaluation include, but are not limited to, FAA Order 1050.1.F, environmental impacts, policies, and procedures; FAA order 5050.4 B, which per pains to the NEPA implementing instructions for Airport actions; Section 4(f) of the U.S. Department of Transportation Act of 1966; the Clean Water Act; the Clean Air Act; the National Historic Preservation Act. This Environmental Assessment and 4(f) Evaluation were prepared to identify potential impacts to the environment that are associated with the Proposed Action and discuss how impacts could be avoided, minimized, and mitigated. These documents combined have at least a 45-day comment period that is required. The comment period started on March 20th and concludes on May 3rd. Tonight's Public Hearing aligns with day 35 in the afforded comment period. The Proposed Action involves the acquisition of	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21	full length Runway Object Free Area. A portion of the width of the Runway Object Free Area for Highway 75 will remain outside of the Airport fence. Chapter 4 of the Environmental Assessment is titled "Affected Environment, Environmental Consequences, and Mitigation." As described in this chapter, potentially affected resources may include: In terms of Biological Resources, the Proposed Action may impact excuse me, may impact but not likely to contribute to the federal listing of red-tailed hawk, shown in the center of this photo, and the Proposed Action is determined to have no effect on the long-billed curlew and the olive-sided flycatcher. In the summer of 2017, presence/absence surveys was conducted for the yellow-billed cuckoo. Suitable habitat to support the yellow-billed cuckoo is not present within the project area. The Proposed Action will have no effect on the yellow-billed cuckoo. In terms of general vegetation and wildlife cottonwood tree removal may affect other bird species, due to the removal of the nesting/perching
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2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22	laws and policies are applied. Relevant processes, policies, and acts that pertain to the Environmental Assessment and/or 4(f) Evaluation include, but are not limited to, FAA Order 1050.1.F, environmental impacts, policies, and procedures; FAA order 5050.4 B, which per pains to the NEPA implementing instructions for Airport actions; Section 4(f) of the U.S. Department of Transportation Act of 1966; the Clean Water Act; the Clean Air Act; the National Historic Preservation Act. This Environmental Assessment and 4(f) Evaluation were prepared to identify potential impacts to the environment that are associated with the Proposed Action and discuss how impacts could be avoided, minimized, and mitigated. These documents combined have at least a 45-day comment period that is required. The comment period started on March 20th and concludes on May 3rd. Tonight's Public Hearing aligns with day 35 in the afforded comment period. The Proposed Action of excuse me. The Proposed Action involves the acquisition of approximately 64.6 acres at the southern end of Runway 31, tree removal, and extended fencing.	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22	full length Runway Object Free Area. A portion of the width of the Runway Object Free Area for Highway 75 will remain outside of the Airport fence. Chapter 4 of the Environmental Assessment is titled "Affected Environment, Environmental Consequences, and Mitigation." As described in this chapter, potentially affected resources may include: In terms of Biological Resources, the Proposed Action may impact excuse me, may impact but not likely to contribute to the federal listing of red-tailed hawk, shown in the center of this photo, and the Proposed Action is determined to have no effect on the long-billed curlew and the olive-sided flycatcher. In the summer of 2017, presence/absence surveys was conducted for the yellow-billed cuckoo. Suitable habitat to support the yellow-billed cuckoo is not present within the project area. The Proposed Action will have no effect on the yellow-billed cuckoo. In terms of general vegetation and wildlife cottonwood tree removal may affect other bird species, due to the removal of the nesting/perching
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	Page 10		Page 12
1	within Appendix G of the Environmental Assessment. The	1	The public has an opportunity provide
	Section 4(f) resources include: The Cove Canal, Eccles	1	comments in the following three ways: You can provide
	Flying Ranch Flying Hat Ranch, and a barn on the		either written or verbal comments today at the Public
	Eccles Flying Hat Ranch. The Cove Canal received a no		Hearing following this presentation. There is a
	adverse effect. The Eccles Flying Ranch west of		transcriptionist present at this Public Hearing.
	Highway 75 received an adverse effect due to the	6	
	windrow or tree removal near the farmstead. And the		on this slide. The address, again, is 121 West Pacific
8	barn on Eccles Flying Hat Ranch received a no effect	8	Avenue, Suite 200, Spokane, Washington 99201. Please
9	determination.	9	note, mailed comments must be postmarked no later than
10	A Memorandum of Agreement, or MOA, was		May 3rd, 2019.
111	signed in order to mitigate the adverse effect of	11	Thirdly, you can e-mail comments to the
	removing the trees near the farmstead or farmhouse.		e-mail address shown on this slide no later than
12	Within the MOA, the Mitigation Plan or measures include		5:00 p.m. Pacific Standard Time on May 3rd, 2019.
13	providing a display and/or interpretive panels at the	1	E-mailed comments will receive a confirmation response
		1	-
	Airport in a public area and replanting low-growing and		from me.
	Airport-combatable shrub species in close proximity to	16	For the record, the e-mail my e-mail
	the farmhouse.		address is vbarthels@to-engineers.com, and it's shown
18	Concerning farmlands, 6.5 acres of the		on this slide.
	total acquisition will be converted from "Prime	19	Lastly, I'd like to communicate that this
	Farmland" to "Not Prime Farmland," but deemed not a		Public Hearing provides the opportunity for individuals
21	significant effect as 6.5 acres equates to less than		to review and comment on the presented Environmental
22	1 percent of the total ranch acreage.	22	Assessment and Section 4(f) Evaluation link to the
23	In terms of Historical Resources, the Cove	23	Friedman Memorial Airport Proposed Action.
24	Canal, dating back to 1882, was identified. Again,	24	This Public Hearing is not structured as a
25	there is an adverse effect of the Eccles Flying Hat	25	town hall meeting where questions are presented by the
	- <b>-</b>		
-	Page 11		Page 13
1		1	
1	Ranch due to the removal of the windrow of trees.		public and answers are provided by the Airport, FAA, or
2	Ranch due to the removal of the windrow of trees. During the Environmental Assessment process an	2	public and answers are provided by the Airport, FAA, or the consultant.
2	Ranch due to the removal of the windrow of trees. During the Environmental Assessment process an invitation for consultation letter was sent to the	2	public and answers are provided by the Airport, FAA, or the consultant. To conclude, comments on these documents
2 3 4	Ranch due to the removal of the windrow of trees. During the Environmental Assessment process an invitation for consultation letter was sent to the Shoshone-Bannock Tribes.	2 3 4	public and answers are provided by the Airport, FAA, or the consultant. To conclude, comments on these documents are welcomed and certainly encouraged. However, it
2 3 4 5	Ranch due to the removal of the windrow of trees. During the Environmental Assessment process an invitation for consultation letter was sent to the Shoshone-Bannock Tribes. In terms of Combatable Land Use, the	2 3 4 5	public and answers are provided by the Airport, FAA, or the consultant. To conclude, comments on these documents are welcomed and certainly encouraged. However, it should be noted that responses to the comments provided
2 3 4 5 6	Ranch due to the removal of the windrow of trees. During the Environmental Assessment process an invitation for consultation letter was sent to the Shoshone-Bannock Tribes. In terms of Combatable Land Use, the Proposed Action aligns with the current land use	2 3 4 5 6	public and answers are provided by the Airport, FAA, or the consultant. To conclude, comments on these documents are welcomed and certainly encouraged. However, it should be noted that responses to the comments provided or answers to questions submitted as testimony will not
2 3 4 5 6 7	Ranch due to the removal of the windrow of trees. During the Environmental Assessment process an invitation for consultation letter was sent to the Shoshone-Bannock Tribes. In terms of Combatable Land Use, the Proposed Action aligns with the current land use planning and zoning requirements. Furthermore, the	2 3 4 5 6 7	public and answers are provided by the Airport, FAA, or the consultant. To conclude, comments on these documents are welcomed and certainly encouraged. However, it should be noted that responses to the comments provided or answers to questions submitted as testimony will not be provided at this hearing. Received public comments
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			April 23, 201
	Page 14		Page 16
1	question FAA or Friedman Memorial Airport Authority	1	First is improved availability of
	representatives or consultants at this meeting. This	1	commercial flights to operate with fewer restrictions
	is your opportunity for public comment. At the end of		on passenger loads, thereby increasing the
	the meeting, there will not be any debate or discussion		profitability and viability of flights and reducing the
	by any governing authorities. If the meeting goes		overall cost for MRGs and other costs for the program
	long, we may take short breaks. This meeting is not		that we run.
	scheduled to close at any particular time.	7	Second, improved operational feasibility
8	At this time the floor is open for comments	· ·	
- I	from the audience. Please come to the podium if you		for longer stage regional jet flights, i.e., from
			Chicago; a longer market, especially in the summer when
	wish to comment. Please, again, state your name, spell	1	we have issues with our heat and our temperature.
	your first and last names and your address, and make	11	And third, the improved ability to better
	whatever public comment you wish.	1	0 1
13	The floor is open.	13	
14	MR. ANTTILA: Hi. My name is David Anttila,	14	restrictions.
	A-n-t-t-i-l-a. Excuse me. 161 Little Indio Lane,	15	Thank you.
	Hailey, Idaho.	16	JUDGE ELGEE: Thank you.
17	And I think that the my concern is the	17	Sure.
	number of trees, 200, seems exorbitant with the overall	18	MR. STRAUSS: My name is John Strauss, J-o-h-n,
19	project scale, especially in terms of the actual	1	
	line-of-flight path that's defined, which I assume	20	I'm the owner and operator of Glass Cockpit
	and this is my assumption is the requirement for	21	
	where the trees need to be cut to provide safety for	22	here approximately ten years, have the privilege of
23	landing and takeoff.	23	flying with a lot of the pilots here on the Airport.
24	And I'm wondering whether this proposal is	24	From the operator's perspective, the
25	actually going to clearcut the entire newly purchased	25	elimination of the trees in the area depicted on your
	Page 15		Page 17
	-	1	
	site. And I'm adamantly against that. That's		diagram is critical. Every student that I train from
2	site. And I'm adamantly against that. That's essentially something I think is inappropriate. And I	2	diagram is critical. Every student that I train from primary flight training and up has to be qualified to
2	site. And I'm adamantly against that. That's essentially something I think is inappropriate. And I think that, as was mentioned, it has aesthetic value.	2 3	diagram is critical. Every student that I train from primary flight training and up has to be qualified to land at night at this Airport. That requires knowing
2 3 4	site. And I'm adamantly against that. That's essentially something I think is inappropriate. And I think that, as was mentioned, it has aesthetic value. Everyone driving up from the south enjoys the break	2 3 4	diagram is critical. Every student that I train from primary flight training and up has to be qualified to land at night at this Airport. That requires knowing of the hazard, that requires our efforts to mitigate
2 3 4 5	site. And I'm adamantly against that. That's essentially something I think is inappropriate. And I think that, as was mentioned, it has aesthetic value. Everyone driving up from the south enjoys the break between Bellevue and Hailey, and it offers some	2 3 4	diagram is critical. Every student that I train from primary flight training and up has to be qualified to land at night at this Airport. That requires knowing of the hazard, that requires our efforts to mitigate that hazard, and to avoid hitting the trees.
2 3 4 5 6	site. And I'm adamantly against that. That's essentially something I think is inappropriate. And I think that, as was mentioned, it has aesthetic value. Everyone driving up from the south enjoys the break between Bellevue and Hailey, and it offers some foreground to the mountains beyond. It's truly one of	2 3 4 5 6	diagram is critical. Every student that I train from primary flight training and up has to be qualified to land at night at this Airport. That requires knowing of the hazard, that requires our efforts to mitigate that hazard, and to avoid hitting the trees. Also, in the departure path it was
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	Page 18		Page 20
1	If any questions are ever needed from the	1	presentation of the entire project, it's been a safety
	aviation or pilot community, my offices are available		concern acquired by the FAA. And may be wrong on that,
	for any information that will assist in the process.		actually.
	-		But that I just get the sense there will be
	And I welcome any input we can be to support your	4	
1	records.		economic opportunities encouraged by this in terms of
6	In reviewing the four options provided in		expansion of the Airport and more air traffic, and I
	your packet, the only comment I have and the suggestion		for one would say I don't agree with that policy.
	is if we're going to do it and I hope we do go	8	JUDGE ELGEE: And if you could just state your
9	big or go home. If you acquire all of the property, we		name again for the
10	get more protection. My fear would be we'll just be	10	MR. ANTTILA: Yeah. David Anttila,
	returning in the future and doing additional work,		A-n-t-t-i-l-a-
12	which would duplicate the costs involved in this.	12	JUDGE ELGEE: So for the people who are reading
13	As a member of this community over ten		this later will know who you were.
	years, I've gone through a lot of information in terms	14	MR. ANTTILA: Yeah.
	of the proposed relocation, et cetera, of the Airport.	15	JUDGE ELGEE: Anyone else wishing to make public
16	On behalf of the Flight School, I am totally thrilled		comment? Going once, going twice, third call for
17	*	17	1
	possible and to do that which is necessary to protect	18	It appears there are no further public
	the Runway Safety Areas and the extensions provided in		comment.
20	× * *	20	Do you wish to have the meeting closed by
21	Therefore, we are voicing strong support on	21	0
1	behalf of the aviation community and the operators of	22	MR. LASKI: I think you can conclude the Public
23	this Airport.		Hearing, and then Mr. Greenberg can adjourn the special
24	Thank you.		meeting.
25	JUDGE ELGEE: Thank you.	25	JUDGE ELGEE: I will do that at this time.
-	Page 19		Page 21
	Faye 15		Fage 21
[			
1	0,	1	There appears to be no no one else who
2	Bariteau, B-a-r-i-t-e-a-u. I'm a member of the	2	There appears to be no no one else who wishes to make public comment. The clock on the wall
2	Bariteau, B-a-r-i-t-e-a-u. I'm a member of the Sun Valley Economic Development Corporation, better	2 3	There appears to be no no one else who wishes to make public comment. The clock on the wall says it's approximately 6:02 p.m. I will close the
2 3 4	Bariteau, B-a-r-i-t-e-a-u. I'm a member of the Sun Valley Economic Development Corporation, better known as SVED.	2 3 4	There appears to be no no one else who wishes to make public comment. The clock on the wall says it's approximately 6:02 p.m. I will close the public comment portion of this meeting.
2 3 4 5	Bariteau, B-a-r-i-t-e-a-u. I'm a member of the Sun Valley Economic Development Corporation, better known as SVED. I was here to speak tonight just about the	2 3 4 5	There appears to be no no one else who wishes to make public comment. The clock on the wall says it's approximately 6:02 p.m. I will close the public comment portion of this meeting. Thank you all for attending.
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#### Public Hearing April 23, 2019

1	REPORTER'S CERTIFICATE	
2	I, JEFF LAMAR, CSR No. 640, Certified Shorthand	
3	Reporter, certify:	
4	That the foregoing proceedings were taken before	
5	me at the time and place therein set forth.	
6	That the testimony and all objections made were	
7	recorded stenographically by me and transcribed by me	
8	or under my direction.	
9	That the foregoing is a true and correct record	
10	of all testimony given, to the best of my ability.	
11	I further certify that I am not a relative or	
12	employee of any attorney or party, nor am I financially	
13	interested in the action.	
14	IN WITNESS WHEREOF, I set my hand and seal this	
15	lst day of May, 2019.	
16		
17		
18		
19		
20		
21	JEFF LaMAR, CSR NO. 640	
22	Notary Public	
23	Post Office Box 2636	
24	Boise, Idaho 83701-2636	
25	My commission expires December 30, 2023	
-		
L	· · · · · · · · · · · · · · · · · · ·	

1 REPORTER'S CERTIFICATE I, JEFF LaMAR, CSR No. 640, Certified Shorthand 2 3 Reporter, certify: 4 That the foregoing proceedings were taken before me at the time and place therein set forth. 5 6 That the testimony and all objections made were 7 recorded stenographically by me and transcribed by me or under my direction. 8 9 That the foregoing is a true and correct record 10 of all testimony given, to the best of my ability. I further certify that I am not a relative or 11 12 employee of any attorney or party, nor am I financially 13 interested in the action. IN WITNESS WHEREOF, I set my hand and seal this 14 155 Jay, 2019 day of 15 16 17 18 19 20 JEFF LaMAR, CSR NO. 640 21 22 Notary Public Post Office Box 2636 23 24 Boise, Idaho 83701-2636 25 My commission expires December 30, 2023

#### Public Hearing April 23, 2019

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(6) publicly - support

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