

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

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

**IN ATTENDANCE:**

**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 Coordinator/Executive Assistant – Steve Guthrie, Airport Operations Manager – Todd Emerick; Airport Administrative Coordinator – Sue Heaphy  
**FAA:** Lead Civil Engineer/Compliance Specialist - Steve Engebrecht  
**CONSULTANTS:** T-O Engineers – Dave Mitchell & Vince Barthels  
**AIRPORT TENANTS/PUBLIC:** Atlantic Aviation – Brian Blackburn, Fly Sun Valley Alliance – Carol Waller, Len Harlig, Ryan Sullivan, Marc Reinemann, Carl Hjelm, Glass Cockpit Aviation – John Strauss & Dennis Harper, David Anttila, SVED - Jack Bariteau  
**AIRPORT LEGAL COUNSEL:** Lawson Laski Clark & Pogue, PLLC – Jim Laski  
**PUBLIC HEARING FACILITATOR:** Judge Robert Elgee, retired  
**PUBLIC HEARING STENOGRAPHER:** M&M Court Reporting Service - Jeff LaMar  
**PRESS:** Idaho Mountain Express – Alejandra Buitrago

**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

# FRIEDMAN MEMORIAL AIRPORT

LAND ACQUISITION AND OBSTRUCTION REMOVAL  
ENVIRONMENTAL ASSESSMENT &  
SECTION 4(F) EVALUATION OVERVIEW



HAILEY, IDAHO ✈️ [iFLYSUN.COM](http://iFLYSUN.COM)

# STAKEHOLDERS

- Friedman Memorial Airport Authority (FMAA)
  - Airport Board
  - Airport Manager
- Federal Aviation Administration (FAA)
  - Lead Agency
- Members of the Public
  - Bellevue
  - Hailey

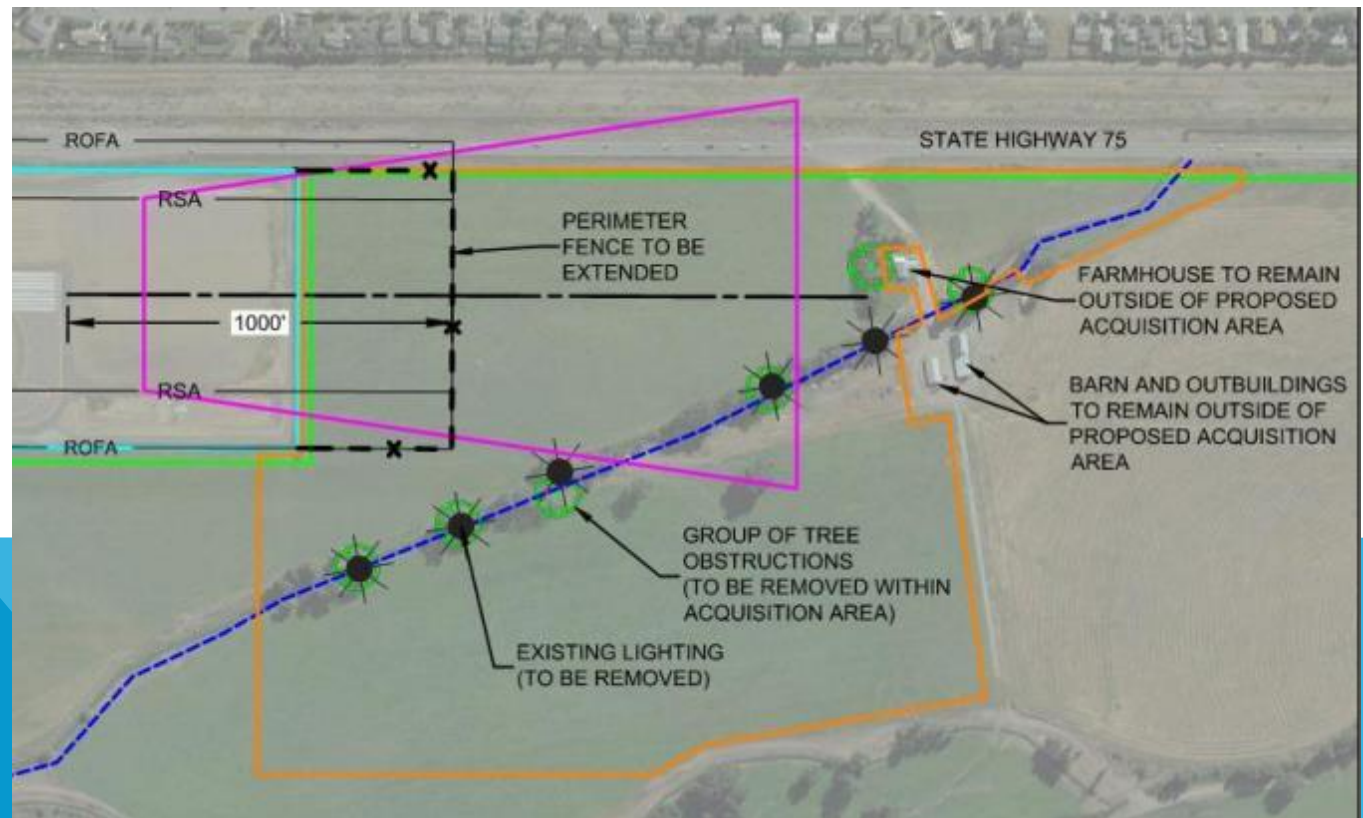


# ENVIRONMENTAL PROCESS & POLICIES

- 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



PHOTO 2-1: COVE CANAL



# 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](mailto:vbarthels@to-engineers.com)

## BEFORE FRIEDMAN MEMORIAL AIRPORT AUTHORITY BOARD

IN RE: )

FRIEDMAN MEMORIAL AIRPORT )  
\_\_\_\_\_ )

## PUBLIC HEARING

BLAINE COUNTY COURTHOUSE

206 1ST AVENUE SOUTH

HAILEY, IDAHO 83333

APRIL 23, 2019

5:37 P.M.

 ORIGINAL

REPORTED BY:

JEFF LaMAR, C.S.R. No. 640

Notary Public

**M & M** Court  
Reporting  
ServiceSince 1970  
Registered Professional Reporters**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](http://www.idahocourtreporting.com)



Page 2	Page 4
<p>1 FACILITATOR: Judge Robert James Elgee</p> <p>2</p> <p>3 FRIEDMAN MEMORIAL AIRPORT AUTHORITY BOARD:</p> <p>4 Jacob Greenberg, Chair</p> <p>5 Donald Keim, Vice Chair</p> <p>6 Ronald Fairfax, Treasurer</p> <p>7 Angeneie McCleary, Secretary</p> <p>8 Richard Fosbury, Board Member</p> <p>9 Pat Cooley, Board Member</p> <p>10 ATTORNEY FOR FRIEDMAN MEMORIAL AIRPORT:</p> <p>11 James R. Laski, Lawson Laski Clark &amp; Pogue, LLP</p> <p>12 PROJECT CONSULTANT:</p> <p>13 Vince Barthels, T.O. Engineers</p> <p>14 PUBLIC COMMENTERS:</p> <p>15 David Anttila</p> <p>16 Carol Waller</p> <p>17 John Strauss</p> <p>18 Jack Bariteau</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p>1 facilitate and oversee this meeting for the purpose of</p> <p>2 taking public comments on the issues that have been</p> <p>3 publicly noticed. I have been a judge here in Blaine</p> <p>4 County for 25 years past and I am now retired. I have</p> <p>5 no personal interest in any of the issues presented</p> <p>6 here for public comment.</p> <p>7 This Public Hearing concerning the draft</p> <p>8 Environmental Assessment and Section 4(f) Evaluation</p> <p>9 for proposed improvements to the Friedman Memorial</p> <p>10 Airport, Hailey, Idaho, is now open. This Public</p> <p>11 Hearing will proceed in an orderly fashion, and I would</p> <p>12 like to ask your cooperation in the following</p> <p>13 procedure.</p> <p>14 Everyone present will be given an</p> <p>15 opportunity to be heard after the consultant has</p> <p>16 offered a brief overview presentation of the proposed</p> <p>17 project action and the two draft documents presented.</p> <p>18 The stenographer will be recording what is</p> <p>19 said during the hearing. Therefore, if you wish to</p> <p>20 provide comments, please begin by stating your name and</p> <p>21 address. Please spell your first and last name for the</p> <p>22 stenographer. Please speak slowly and clearly. Only</p> <p>23 one person will be allowed to speak at a time.</p> <p>24 Persons in the audience must refrain from</p> <p>25 emotional outbursts and exchanges between audience</p>
Page 3	Page 5
<p>1 CHAIRMAN GREENBERG: All right. I'm calling</p> <p>2 this special meeting of the FMAA to order for Tuesday,</p> <p>3 April 23rd, 2019. The purpose of this meeting is to</p> <p>4 conduct a Public Hearing for the draft Environmental</p> <p>5 Assessment and Section 4(f) Evaluation for proposed</p> <p>6 improvements to the Airport. This is the only agenda</p> <p>7 item tonight.</p> <p>8 Judge Elgee will facilitate the hearing.</p> <p>9 The purpose is to take public comment only, and the</p> <p>10 Board and Airport staff will respond to any comments or</p> <p>11 questions this evening.</p> <p>12 SECRETARY McCLEARY: Will not.</p> <p>13 MR. LASKI: Will not.</p> <p>14 CHAIRMAN GREENBERG: Will not. There is not a</p> <p>15 "not" in here.</p> <p>16 SECRETARY McCLEARY: You just want to make that</p> <p>17 real clear.</p> <p>18 CHAIRMAN GREENBERG: Well, I am going to make it</p> <p>19 real clear. It was not in here, and we will not</p> <p>20 respond to any comments or questions this evening, so</p> <p>21 don't ask.</p> <p>22 All right, Judge. Take it.</p> <p>23 JUDGE ELGEE: Thank you.</p> <p>24 Good evening. My name is Robert Elgee. I</p> <p>25 have been hired as an independent moderator to</p>	<p>1 members, audience members and a commentator, and/or any</p> <p>2 open challenges to presentation of any public comment</p> <p>3 being provided. I will not allow outbursts of</p> <p>4 applause, cheering, or any other form of emotional</p> <p>5 displays during the course of this hearing.</p> <p>6 All comments should be addressed to the</p> <p>7 hearing body, should be relevant to the application,</p> <p>8 and should not be of a personal nature. When all</p> <p>9 persons have had the opportunity to provide comments,</p> <p>10 the hearing will be closed. Mobile telephones, pagers,</p> <p>11 and other electronic equipment must be silenced during</p> <p>12 the hearing.</p> <p>13 At this time the project consultant, Vince</p> <p>14 Barthels, will make a presentation explaining the</p> <p>15 proposal.</p> <p>16 MR. BARTHEL: Thank you, Judge.</p> <p>17 My name is Vince Barthels, V-i-n-c-e, last</p> <p>18 name is B-a-r-t-h-e-l-s. My address is 121 West</p> <p>19 Pacific Avenue, Suite 200, Spokane, Washington 99201.</p> <p>20 Good evening and welcome to the Public</p> <p>21 Hearing for the Friedman Memorial Airport land</p> <p>22 acquisition and obstruction removal Environmental</p> <p>23 Assessment and Section 4(f) Evaluation. Again, I'm</p> <p>24 Vince Barthels. I'm the environmental project manager</p> <p>25 with T.O. Engineers.</p>

<p style="text-align: right;">Page 6</p> <p>1 Tonight I'll be sharing with you a brief 2 overview of the information presented in the 3 Environmental Assessment and Section 4(f) Evaluation. 4 I have a six-slide PowerPoint that should take roughly 5 ten minutes to walk through. During this presentation 6 I will not be taking questions. I will expand on this 7 process more at the end of the presentation. 8 I would like to acknowledge the 9 stakeholders present here tonight, including, but not 10 limited to, members of the Friedman Memorial Airport 11 Authority Board, the Airport manager, administrative 12 staff, Dave Mitchell, who's the project engineer and 13 project manager with T.O. Engineers, and members of the 14 public who have joined us this evening. 15 As background, the Friedman Memorial 16 Airport Authority was formed through a joint powers 17 agreement between the City of Hailey and Blaine County. 18 They operate and manage the Airport as a commercial 19 services Airport. 20 The Friedman Memorial Airport Authority 21 serves as the Airport sponsor for this project. The 22 Federal Aviation Administration, or FAA, is the lead 23 federal agency. 24 The National Environmental Policy Act, or 25 NEPA, is the guiding regulation under which many other</p>	<p style="text-align: right;">Page 8</p> <p>1 Runway Safety Area, full length Runway Object Free 2 Area, and most of the Runway Protection Zone. The 3 acquisition allows for the maintenance of areas where 4 obstructions are located within the approach and 5 departure surfaces. The Proposed Action does not 6 acquire the portion of the Runway Object Free Area 7 associated with Highway 75. This area up here 8 [indicating]. 9 The Proposed Action includes the removal of 10 all trees on the south end of the runway that penetrate 11 or could penetrate in the future the Airport's Part 77 12 Approach Surface and Airport Circular 5300-13A 13 Departure Surfaces -- Departure Surface, excuse me. Up 14 to 200 trees may be removed. After the tree removal, 15 the FAA would amend the departure procedure for 16 Runway 13. 17 The Proposed Action would extend the 18 Airport perimeter fence to provide fencing for the full 19 length Runway Object Free Area, which places the fence 20 approximately a thousand feet beyond the runway end, 21 shown here on this slide [indicating]. 22 This slide illustrates the extended 23 fencing. The fence would be extended approximately 24 400 feet south of its current location and include 6.5 25 additional acres and the full Runway Safety Area and</p>
<p style="text-align: right;">Page 7</p> <p>1 laws and policies are applied. Relevant processes, 2 policies, and acts that pertain to the Environmental 3 Assessment and/or 4(f) Evaluation include, but are not 4 limited to, FAA Order 1050.1.F, environmental impacts, 5 policies, and procedures; FAA order 5050.4 B, which per 6 pains to the NEPA implementing instructions for Airport 7 actions; Section 4(f) of the U.S. Department of 8 Transportation Act of 1966; the Clean Water Act; the 9 Clean Air Act; the National Historic Preservation Act. 10 This Environmental Assessment and 4(f) 11 Evaluation were prepared to identify potential impacts 12 to the environment that are associated with the 13 Proposed Action and discuss how impacts could be 14 avoided, minimized, and mitigated. 15 These documents combined have at least a 16 45-day comment period that is required. The comment 17 period started on March 20th and concludes on May 3rd. 18 Tonight's Public Hearing aligns with day 35 in the 19 afforded comment period. 20 The Proposed Action of -- excuse me. The 21 Proposed Action involves the acquisition of 22 approximately 64.6 acres at the southern end of 23 Runway 31, tree removal, and extended fencing. 24 The acquisition shown in orange on this 25 slide gains full control of the land encompassing the</p>	<p style="text-align: right;">Page 9</p> <p>1 full length Runway Object Free Area. A portion of the 2 width of the Runway Object Free Area for Highway 75 3 will remain outside of the Airport fence. 4 Chapter 4 of the Environmental Assessment 5 is titled "Affected Environment, Environmental 6 Consequences, and Mitigation." As described in this 7 chapter, potentially affected resources may include: 8 In terms of Biological Resources, the 9 Proposed Action may impact -- excuse me, may impact but 10 not likely to contribute to the federal listing of 11 red-tailed hawk, shown in the center of this photo, and 12 the Proposed Action is determined to have no effect on 13 the long-billed curlew and the olive-sided flycatcher. 14 In the summer of 2017, presence/absence 15 surveys was conducted for the yellow-billed cuckoo. 16 Suitable habitat to support the yellow-billed cuckoo is 17 not present within the project area. The Proposed 18 Action will have no effect on the yellow-billed cuckoo. 19 In terms of general vegetation and wildlife 20 cottonwood tree removal may affect other bird species, 21 due to the removal of the nesting/perching 22 opportunities, but is likely not significant due to the 23 availability of forested cover located to the west 24 along the Big Wood River. 25 The Section 4(f) Evaluation is located</p>

Page 10

1 within Appendix G of the Environmental Assessment. The  
2 Section 4(f) resources include: The Cove Canal, Eccles  
3 Flying Ranch -- Flying Hat Ranch, and a barn on the  
4 Eccles Flying Hat Ranch. The Cove Canal received a no  
5 adverse effect. The Eccles Flying Ranch west of  
6 Highway 75 received an adverse effect due to the  
7 windrow or tree removal near the farmstead. And the  
8 barn on Eccles Flying Hat Ranch received a no effect  
9 determination.

10 A Memorandum of Agreement, or MOA, was  
11 signed in order to mitigate the adverse effect of  
12 removing the trees near the farmstead -- or farmhouse.  
13 Within the MOA, the Mitigation Plan or measures include  
14 providing a display and/or interpretive panels at the  
15 Airport in a public area and replanting low-growing and  
16 Airport-combatable shrub species in close proximity to  
17 the farmhouse.

18 Concerning farmlands, 6.5 acres of the  
19 total acquisition will be converted from "Prime  
20 Farmland" to "Not Prime Farmland," but deemed not a  
21 significant effect as 6.5 acres equates to less than  
22 1 percent of the total ranch acreage.

23 In terms of Historical Resources, the Cove  
24 Canal, dating back to 1882, was identified. Again,  
25 there is an adverse effect of the Eccles Flying Hat

Page 11

1 Ranch due to the removal of the windrow of trees.  
2 During the Environmental Assessment process an  
3 invitation for consultation letter was sent to the  
4 Shoshone-Bannock Tribes.

5 In terms of Combatable Land Use, the  
6 Proposed Action aligns with the current land use  
7 planning and zoning requirements. Furthermore, the  
8 Proposed Action will have no significant effect on land  
9 use within the vicinity of the Airport.

10 With respect to visual impacts, the removal  
11 of the trees near the farmhouse will diminish the  
12 visual character of the setting of the farmstead and  
13 will yield an adverse effect on the visual resources  
14 and visual character in the project area.

15 In terms of Water Resources, there will be  
16 a conversion of the forested and scrub-shrub wetlands  
17 emergent wetlands by removing the trees along 2,691  
18 linear feet of Cove Canal. Consultation with the U.S.  
19 Army Corps of Engineers determined that this conversion  
20 from one wetland type to another is not considered an  
21 impact to the Clean Water Act.

22 Within Section 4.15 of Chapter 4 of the  
23 Environmental Assessment, Cumulative Impacts were  
24 viewed looking collectively past current and at future  
25 projects.

Page 12

1 The public has an opportunity provide  
2 comments in the following three ways: You can provide  
3 either written or verbal comments today at the Public  
4 Hearing following this presentation. There is a  
5 transcriptionist present at this Public Hearing.

6 You can mail comments to the address listed  
7 on this slide. The address, again, is 121 West Pacific  
8 Avenue, Suite 200, Spokane, Washington 99201. Please  
9 note, mailed comments must be postmarked no later than  
10 May 3rd, 2019.

11 Thirdly, you can e-mail comments to the  
12 e-mail address shown on this slide no later than  
13 5:00 p.m. Pacific Standard Time on May 3rd, 2019.  
14 E-mailed comments will receive a confirmation response  
15 from me.

16 For the record, the e-mail -- my e-mail  
17 address is vbarthels@to-engineers.com, and it's shown  
18 on this slide.

19 Lastly, I'd like to communicate that this  
20 Public Hearing provides the opportunity for individuals  
21 to review and comment on the presented Environmental  
22 Assessment and Section 4(f) Evaluation link to the  
23 Friedman Memorial Airport Proposed Action.

24 This Public Hearing is not structured as a  
25 town hall meeting where questions are presented by the

Page 13

1 public and answers are provided by the Airport, FAA, or  
2 the consultant.

3 To conclude, comments on these documents  
4 are welcomed and certainly encouraged. However, it  
5 should be noted that responses to the comments provided  
6 or answers to questions submitted as testimony will not  
7 be provided at this hearing. Received public comments  
8 will become part of the administrative record, and  
9 responses to these comments or questions will be  
10 formulated within the Administrative Record of the --  
11 and as part of the Environmental Assessment.

12 Thank you for your time and attention.

13 With that, I would like to turn it back  
14 over to Judge Elgee.

15 JUDGE ELGEE: Thank you.

16 I just have a few more comments, and then  
17 we'll start with the public comments.

18 You do not have to repeat what someone else  
19 says that you might agree with. You can just state  
20 your name and address and state that you agree with the  
21 comments made by person X or Y. If I break in during  
22 your comments, I do not intend to, but if I do  
23 interrupt, please stop. The stenographer can only  
24 record one person talking at a time.

25 There will not be an opportunity for you to

Page 14

1 question FAA or Friedman Memorial Airport Authority  
2 representatives or consultants at this meeting. This  
3 is your opportunity for public comment. At the end of  
4 the meeting, there will not be any debate or discussion  
5 by any governing authorities. If the meeting goes  
6 long, we may take short breaks. This meeting is not  
7 scheduled to close at any particular time.

8 At this time the floor is open for comments  
9 from the audience. Please come to the podium if you  
10 wish to comment. Please, again, state your name, spell  
11 your first and last names and your address, and make  
12 whatever public comment you wish.

13 The floor is open.

14 MR. ANTTILA: Hi. My name is David Anttila,  
15 A-n-t-t-i-l-a. Excuse me. 161 Little Indio Lane,  
16 Hailey, Idaho.

17 And I think that the -- my concern is the  
18 number of trees, 200, seems exorbitant with the overall  
19 project scale, especially in terms of the actual  
20 line-of-flight path that's defined, which I assume --  
21 and this is my assumption -- is the requirement for  
22 where the trees need to be cut to provide safety for  
23 landing and takeoff.

24 And I'm wondering whether this proposal is  
25 actually going to clearcut the entire newly purchased

Page 16

1 First is improved availability of  
2 commercial flights to operate with fewer restrictions  
3 on passenger loads, thereby increasing the  
4 profitability and viability of flights and reducing the  
5 overall cost for MRGs and other costs for the program  
6 that we run.

7 Second, improved operational feasibility  
8 for longer stage regional jet flights, i.e., from  
9 Chicago; a longer market, especially in the summer when  
10 we have issues with our heat and our temperature.

11 And third, the improved ability to better  
12 plan for effective commercial airline flight schedules,  
13 which are currently impacted by these and other  
14 restrictions.

15 Thank you.

16 JUDGE ELGEE: Thank you.

17 Sure.

18 MR. STRAUSS: My name is John Strauss, J-o-h-n,  
19 S-t-r-a-u-s-s. 73 Freedom Loop, Bellevue, 83313.

20 I'm the owner and operator of Glass Cockpit  
21 Aviation, a flight school on the Airport. I've been  
22 here approximately ten years, have the privilege of  
23 flying with a lot of the pilots here on the Airport.

24 From the operator's perspective, the  
25 elimination of the trees in the area depicted on your

Page 15

1 site. And I'm adamantly against that. That's  
2 essentially something I think is inappropriate. And I  
3 think that, as was mentioned, it has aesthetic value.  
4 Everyone driving up from the south enjoys the break  
5 between Bellevue and Hailey, and it offers some  
6 foreground to the mountains beyond. It's truly one of  
7 our last scenic views in town. So I would like  
8 everyone to tread cautiously.

9 Thank you.

10 JUDGE ELGEE: Thank you.

11 MS. WALLER: Carol Waller. 620 East Ridge  
12 Drive, Hailey, Idaho.

13 JUDGE ELGEE: Can you spell your first and last  
14 name.

15 MS. WALLER: Oh, Carol, C-a-r-o-l, W-a-l-l-e-r.

16 And did you get the address? Okay.

17 As director of Fly Sun Valley Alliance, I  
18 wanted to make some remarks at this Public Hearing.

19 Certainly we understand that safety is the  
20 key factor for this proposed land acquisition and  
21 obstruction removal proposal. But I wanted to  
22 reiterate that there are some other factors, which are  
23 also important to the future success of commercial  
24 airline operations at SUN, which Fly Sun Valley  
25 Alliance is very involved with, along with the Airport.

Page 17

1 diagram is critical. Every student that I train from  
2 primary flight training and up has to be qualified to  
3 land at night at this Airport. That requires knowing  
4 of the hazard, that requires our efforts to mitigate  
5 that hazard, and to avoid hitting the trees.

6 Also, in the departure path it was  
7 mentioned that the FAA can now amend their departure  
8 path. If we fly visually in compliance with the Noise  
9 Abatement Program, we make an early right turn toward  
10 the west to avoid incoming traffic inbound from the  
11 east. That requires us to fly a wider departure path  
12 than is depicted on the instrument approach.

13 So that adds to your consideration of  
14 protecting the entire area drawn on your diagram, and  
15 unfortunately does require the removal of additional  
16 trees. The pilot's community is in support of the  
17 actions to obtain the land for purposes of quote,  
18 "safety," close quote.

19 I have landed at many airports across this  
20 countryside, and knowing each of the individual hazards  
21 of each individual airport that I go to, especially at  
22 night, can be quite a challenge. So by eliminating  
23 that hazard, we have less objects to the standard  
24 incoming and outgoing arrival and departure paths for  
25 the Airport.

Page 18

1 If any questions are ever needed from the  
2 aviation or pilot community, my offices are available  
3 for any information that will assist in the process.  
4 And I welcome any input we can be to support your  
5 records.

6 In reviewing the four options provided in  
7 your packet, the only comment I have and the suggestion  
8 is if we're going to do it -- and I hope we do -- go  
9 big or go home. If you acquire all of the property, we  
10 get more protection. My fear would be we'll just be  
11 returning in the future and doing additional work,  
12 which would duplicate the costs involved in this.

13 As a member of this community over ten  
14 years, I've gone through a lot of information in terms  
15 of the proposed relocation, et cetera, of the Airport.  
16 On behalf of the Flight School, I am totally thrilled  
17 that the focus has been to make this Airport as safe as  
18 possible and to do that which is necessary to protect  
19 the Runway Safety Areas and the extensions provided in  
20 your proposal.

21 Therefore, we are voicing strong support on  
22 behalf of the aviation community and the operators of  
23 this Airport.

24 Thank you.

25 JUDGE ELGEE: Thank you.

Page 19

1 MR. BARITEAU: Good evening. My name is Jack  
2 Bariteau, B-a-r-i-t-e-a-u. I'm a member of the  
3 Sun Valley Economic Development Corporation, better  
4 known as SVED.

5 I was here to speak tonight just about the  
6 success that we've enjoyed with the changes to the  
7 Airport, our increased commercial activity, safety  
8 features, \$35 million spent on the Airport to make it a  
9 more viable Airport for our local citizenry and our  
10 visitors.

11 And really, this has been a longstanding  
12 goal of SVED in its efforts to help the Airport  
13 Authority with the acquisition and the discussions with  
14 the Eccles family. And we believe that this will be a  
15 tremendous addition to our safety and additional  
16 airlift for the long term for the community.

17 Thank you.

18 JUDGE ELGEE: Thank you.

19 Anyone else wishing to make public comment?  
20 Going once, public comment, last call, next to last  
21 call.

22 Yes. Do you want to comment again? Go  
23 ahead.

24 MR. ANTILA: Yeah. Thank you.

25 I just wanted to say that in the

Page 20

1 presentation of the entire project, it's been a safety  
2 concern acquired by the FAA. And may be wrong on that,  
3 actually.

4 But that I just get the sense there will be  
5 economic opportunities encouraged by this in terms of  
6 expansion of the Airport and more air traffic, and I  
7 for one would say I don't agree with that policy.

8 JUDGE ELGEE: And if you could just state your  
9 name again for the --

10 MR. ANTILA: Yeah. David Anttila,  
11 A-n-t-t-i-l-a-

12 JUDGE ELGEE: So for the people who are reading  
13 this later will know who you were.

14 MR. ANTILA: Yeah.

15 JUDGE ELGEE: Anyone else wishing to make public  
16 comment? Going once, going twice, third call for  
17 public comment. Anyone wish to comment?

18 It appears there are no further public  
19 comment.

20 Do you wish to have the meeting closed by  
21 Mr. Greenberg?

22 MR. LASKI: I think you can conclude the Public  
23 Hearing, and then Mr. Greenberg can adjourn the special  
24 meeting.

25 JUDGE ELGEE: I will do that at this time.

Page 21

1 There appears to be no -- no one else who  
2 wishes to make public comment. The clock on the wall  
3 says it's approximately 6:02 p.m. I will close the  
4 public comment portion of this meeting.

5 Thank you all for attending.

6 CHAIRMAN GREENBERG: With that, I don't think we  
7 need a motion. We'll just adjourn.

8 MR. LASKI: We can just adjourn.

9 CHAIRMAN GREENBERG: With that, we'll adjourn  
10 the meeting.

11 JUDGE ELGEE: Very well. Thank you.

12 (Meeting concluded at 6:03 p.m.)

13 -oOo-

REPORTER'S CERTIFICATE

I, JEFF LAMAR, CSR No. 640, Certified Shorthand  
Reporter, certify:

That the foregoing proceedings were taken before  
me at the time and place therein set forth.

That the testimony and all objections made were  
recorded stenographically by me and transcribed by me  
or under my direction.

That the foregoing is a true and correct record  
of all testimony given, to the best of my ability.

I further certify that I am not a relative or  
employee of any attorney or party, nor am I financially  
interested in the action.

IN WITNESS WHEREOF, I set my hand and seal this  
1st day of May, 2019.



JEFF LAMAR, CSR NO. 640

Notary Public

Post Office Box 2636

Boise, Idaho 83701-2636

My commission expires December 30, 2023



1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

REPORTER'S CERTIFICATE

I, JEFF LaMAR, CSR No. 640, Certified Shorthand Reporter, certify:

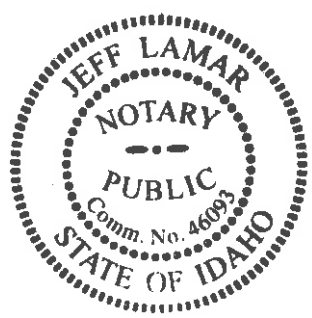
That the foregoing proceedings were taken before me at the time and place therein set forth.

That the testimony and all objections made were recorded stenographically by me and transcribed by me or under my direction.

That the foregoing is a true and correct record of all testimony given, to the best of my ability.

I further certify that I am not a relative or employee of any attorney or party, nor am I financially interested in the action.

IN WITNESS WHEREOF, I set my hand and seal this  
1<sup>st</sup> day of May, 2019.



A handwritten signature of Jeff Lamar, consisting of stylized, overlapping loops and lines.

JEFF LaMAR, CSR NO. 640  
Notary Public  
Post Office Box 2636  
Boise, Idaho 83701-2636

My commission expires December 30, 2023

	6:22	Angeneie (1)	Aviation (4)
\$	administrative (3)	2:7	6:22;16:21;18:2,22
\$35 (1)	6:11;13:8,10	Anttila (7)	avoid (2)
19:8	adverse (5)	2:15;14:14,14;19:24;20:10,	17:5,10
[	10:5,6,11,25;11:13	10,14	avoided (1)
	aesthetic (1)	A-n-t-t-i-l-a (1)	7:14
	15:3	14:15	B
[indicating] (2)	affect (1)	A-n-t-t-i-l-a- (1)	
8:8,21	9:20	20:11	back (2)
A	Affected (2)	appears (2)	10:24;13:13
	9:5,7	20:18;21:1	background (1)
	afforded (1)	Appendix (1)	6:15
	7:19	10:1	Bariteau (3)
Abatement (1)	Again (6)	applause (1)	2:18;19:1,2
17:9	5:23;10:24;12:7;14:10;	5:4	B-a-r-i-t-e-a-u (1)
ability (1)	19:22;20:9	application (1)	19:2
16:11	against (1)	5:7	barn (2)
acknowledge (1)	15:1	applied (1)	10:3,8
6:8	agency (1)	7:1	Barthels (5)
acquire (2)	6:23	approach (3)	2:13;5:14,16,17,24
8:6;18:9	agenda (1)	8:4,12;17:12	B-a-r-t-h-e-l-s (1)
acquired (1)	3:6	approximately (5)	5:18
20:2	agree (3)	7:22;8:20,23;16:22;21:3	become (1)
acquisition (7)	13:19,20;20:7	April (1)	13:8
5:22;7:21,24;8:3;10:19;	agreement (2)	3:3	begin (1)
15:20;19:13	6:17;10:10	Area (13)	4:20
acreage (1)	ahead (1)	8:1,2,6,7,19,25;9:1,2,17;	behalf (2)
10:22	19:23	10:15;11:14;16:25;17:14	18:16,22
acres (4)	Air (2)	areas (2)	Bellevue (2)
7:22;8:25;10:18,21	7:9;20:6	8:3;18:19	15:5;16:19
across (1)	airlift (1)	Army (1)	better (2)
17:19	19:16	11:19	16:11;19:3
Act (6)	airline (2)	arrival (1)	beyond (2)
6:24;7:8,8,9,9;11:21	15:24;16:12	17:24	8:20;15:6
action (13)	AIRPORT (36)	Assessment (12)	Big (2)
4:17;7:13,20,21;8:5,9,17;9:9,	2:3,10;3:6,10;4:10;5:21;6:10,	3:5;4:8;5:23;6:3;7:3,10;9:4;	9:24;18:9
12,18;11:6,8;12:23	11,16,18,19,20,21;7:6;8:12,18;	10:1;11:2,23;12:22;13:11	Biological (1)
actions (2)	9:3;10:15;11:9;12:23;13:1;	assist (1)	9:8
7:7;17:17	14:1;15:25;16:21,23;17:3,21,	18:3	bird (1)
activity (1)	25;18:15,17,23;19:7,8,9,12;	associated (2)	9:20
19:7	20:6	7:12;8:7	Blaine (2)
acts (1)	Airport-combatable (1)	assume (1)	4:3;6:17
7:2	10:16	14:20	BOARD (5)
actual (1)	airports (1)	assumption (1)	2:3,8,9;3:10;6:11
14:19	17:19	14:21	body (1)
actually (2)	Airport's (1)	attending (1)	5:7
14:25;20:3	8:11	21:5	break (2)
adamantly (1)	aligns (2)	attention (1)	13:21;15:4
15:1	7:18;11:6	13:12	breaks (1)
addition (1)	Alliance (2)	ATTORNEY (1)	14:6
19:15	15:17,25	2:10	brief (2)
additional (4)	allow (1)	audience (4)	4:16;6:1
8:25;17:15;18:11;19:15	5:3	4:24,25;5:1;14:9	
address (9)	allowed (1)	authorities (1)	C
4:21;5:18;12:6,7,12,17;	4:23	14:5	
13:20;14:11;15:16	allows (1)	AUTHORITY (6)	call (3)
addressed (1)	8:3	2:3;6:11,16,20;14:1;19:13	19:20,21;20:16
5:6	along (3)	availability (2)	calling (1)
adds (1)	9:24;11:17;15:25	9:23;16:1	3:1
17:13	amend (2)	available (1)	can (12)
adjourn (4)	8:15;17:7	18:2	12:2,6,11;13:19,23;15:13;
20:23;21:7,8,9	and/or (3)	Avenue (2)	17:7,22;18:4;20:22,23;21:8
Administration (1)	5:1;7:3;10:14	5:19;12:8	

Canal (4) 10:2,4,24;11:18	3:9;4:6;5:2;7:16,16,19; 12:21;14:3,10,12;18:7;19:19, 20,22;20:16,17,17,19;21:2,4	cost (1) 16:5	diminish (1) 11:11
Carol (3) 2:16;15:11,15	commentator (1) 5:1	costs (2) 16:5;18:12	director (1) 15:17
C-a-r-o-l (1) 15:15	COMMENTERS (1) 2:14	cottonwood (1) 9:20	discuss (1) 7:13
cautiously (1) 15:8	comments (21) 3:10,20;4:2,20;5:6,9;12:2,3, 6,9,11,14;13:3,5,7,9,16,17,21, 22;14:8	countryside (1) 17:20	discussion (1) 14:4
center (1) 9:11	commercial (5) 6:18;15:23;16:2,12;19:7	County (2) 4:4;6:17	discussions (1) 19:13
certainly (2) 13:4;15:19	communicate (1) 12:19	course (1) 5:5	display (1) 10:14
cetera (1) 18:15	community (5) 17:16;18:2,13,22;19:16	Cove (4) 10:2,4,23;11:18	displays (1) 5:5
Chair (2) 2:4,5	compliance (1) 17:8	cover (1) 9:23	documents (3) 4:17;7:15;13:3
CHAIRMAN (5) 3:1,14,18;21:6,9	concern (2) 14:17;20:2	critical (1) 17:1	Donald (1) 2:5
challenge (1) 17:22	concerning (2) 4:7;10:18	cuckoo (3) 9:15,16,18	draft (3) 3:4;4:7,17
challenges (1) 5:2	conclude (2) 13:3;20:22	Cumulative (1) 11:23	drawn (1) 17:14
changes (1) 19:6	concluded (1) 21:12	curlew (1) 9:13	Drive (1) 15:12
Chapter (3) 9:4,7;11:22	concludes (1) 7:17	current (3) 8:24;11:6,24	driving (1) 15:4
character (2) 11:12,14	conduct (1) 3:4	currently (1) 16:13	due (4) 9:21,22;10:6;11:1
cheering (1) 5:4	conducted (1) 9:15	cut (1) 14:22	duplicate (1) 18:12
Chicago (1) 16:9	confirmation (1) 12:14	D	during (6) 4:19;5:5,11;6:5;11:2;13:21
Circular (1) 8:12	Consequences (1) 9:6		E
citizenry (1) 19:9	consideration (1) 17:13	dating (1) 10:24	
City (1) 6:17	considered (1) 11:20	Dave (1) 6:12	early (1) 17:9
Clark (1) 2:11	CONSULTANT (4) 2:12;4:15;5:13;13:2	David (3) 2:15;14:14;20:10	East (2) 15:11;17:11
Clean (3) 7:8,9;11:21	consultants (1) 14:2	day (1) 7:18	Eccles (6) 10:2,4,5,8,25;19:14
clear (2) 3:17,19	consultation (2) 11:3,18	debate (1) 14:4	Economic (2) 19:3;20:5
clearcut (1) 14:25	contribute (1) 9:10	deemed (1) 10:20	effect (10) 9:12,18;10:5,6,8,11,21,25; 11:8,13
clearly (1) 4:22	control (1) 7:25	defined (1) 14:20	effective (1) 16:12
clock (1) 21:2	conversion (2) 11:16,19	Department (1) 7:7	efforts (2) 17:4;19:12
close (4) 10:16;14:7;17:18;21:3	converted (1) 10:19	departure (8) 8:5,13,13,15;17:6,7,11,24	either (1) 12:3
closed (2) 5:10;20:20	Cooley (1) 2:9	depicted (2) 16:25;17:12	electronic (1) 5:11
Cockpit (1) 16:20	cooperation (1) 4:12	described (1) 9:6	Elgee (16) 2:1;3:8,23,24;13:14,15; 15:10,13;16:16;18:25;19:18; 20:8,12,15,25;21:11
collectively (1) 11:24	Corporation (1) 19:3	determination (1) 10:9	eliminating (1) 17:22
Combatable (1) 11:5	Corps (1) 11:19	determined (2) 9:12;11:19	elimination (1) 16:25
combined (1) 7:15		Development (1) 19:3	else (4)
comment (20)		diagram (2) 17:1,14	

13:18;19:19;20:15;21:1 <b>e-mail (4)</b> 12:11,12,16,16 <b>E-mailed (1)</b> 12:14 <b>emergent (1)</b> 11:17 <b>emotional (2)</b> 4:25;5:4 <b>encompassing (1)</b> 7:25 <b>encouraged (2)</b> 13:4;20:5 <b>end (5)</b> 6:7;7:22;8:10,20;14:3 <b>engineer (1)</b> 6:12 <b>Engineers (4)</b> 2:13;5:25;6:13;11:19 <b>enjoyed (1)</b> 19:6 <b>enjoys (1)</b> 15:4 <b>entire (3)</b> 14:25;17:14;20:1 <b>environment (2)</b> 7:12;9:5 <b>Environmental (16)</b> 3:4;4:8;5:22,24;6:3,24;7:2,4, 10;9:4,5;10:1;11:2,23;12:21; 13:11 <b>equates (1)</b> 10:21 <b>equipment (1)</b> 5:11 <b>especially (3)</b> 14:19;16:9;17:21 <b>essentially (1)</b> 15:2 <b>et (1)</b> 18:15 <b>Evaluation (8)</b> 3:5;4:8;5:23;6:3;7:3,11;9:25; 12:22 <b>evening (6)</b> 3:11,20,24;5:20;6:14;19:1 <b>Everyone (3)</b> 4:14;15:4,8 <b>exchanges (1)</b> 4:25 <b>excuse (4)</b> 7:20;8:13;9:9;14:15 <b>exorbitant (1)</b> 14:18 <b>expand (1)</b> 6:6 <b>expansion (1)</b> 20:6 <b>explaining (1)</b> 5:14 <b>extend (1)</b> 8:17 <b>extended (3)</b>	7:23;8:22,23 <b>extensions (1)</b> 18:19  <b>F</b>  <b>FAA (8)</b> 6:22;7:4,5;8:15;13:1;14:1; 17:7;20:2 <b>facilitate (2)</b> 3:8;4:1 <b>FACILITATOR (1)</b> 2:1 <b>factor (1)</b> 15:20 <b>factors (1)</b> 15:22 <b>Fairfax (1)</b> 2:6 <b>family (1)</b> 19:14 <b>farmhouse (3)</b> 10:12,17;11:11 <b>Farmland (2)</b> 10:20,20 <b>farmlands (1)</b> 10:18 <b>farmstead (3)</b> 10:7,12;11:12 <b>fashion (1)</b> 4:11 <b>fear (1)</b> 18:10 <b>feasibility (1)</b> 16:7 <b>features (1)</b> 19:8 <b>Federal (3)</b> 6:22,23;9:10 <b>feet (3)</b> 8:20,24;11:18 <b>fence (4)</b> 8:18,19,23;9:3 <b>fencing (3)</b> 7:23;8:18,23 <b>few (1)</b> 13:16 <b>fewer (1)</b> 16:2 <b>first (4)</b> 4:21;14:11;15:13;16:1 <b>flight (4)</b> 16:12,21;17:2;18:16 <b>flights (3)</b> 16:2,4,8 <b>floor (2)</b> 14:8,13 <b>Fly (4)</b> 15:17,24;17:8,11 <b>flycatcher (1)</b> 9:13 <b>Flying (7)</b> 10:3,3,4,5,8,25;16:23	<b>FMAA (1)</b> 3:2 <b>focus (1)</b> 18:17 <b>following (3)</b> 4:12;12:2,4 <b>foreground (1)</b> 15:6 <b>forested (2)</b> 9:23;11:16 <b>form (1)</b> 5:4 <b>formed (1)</b> 6:16 <b>formulated (1)</b> 13:10 <b>Fosbury (1)</b> 2:8 <b>four (1)</b> 18:6 <b>Free (5)</b> 8:1,6,19;9:1,2 <b>Freedom (1)</b> 16:19 <b>FRIEDMAN (9)</b> 2:3,10;4:9;5:21;6:10,15,20; 12:23;14:1 <b>full (5)</b> 7:25;8:1,18,25;9:1 <b>further (1)</b> 20:18 <b>Furthermore (1)</b> 11:7 <b>future (4)</b> 8:11;11:24;15:23;18:11  <b>G</b>  <b>gains (1)</b> 7:25 <b>general (1)</b> 9:19 <b>given (1)</b> 4:14 <b>Glass (1)</b> 16:20 <b>goal (1)</b> 19:12 <b>goes (1)</b> 14:5 <b>Good (3)</b> 3:24;5:20;19:1 <b>governing (1)</b> 14:5 <b>Greenberg (8)</b> 2:4;3:1,14,18;20:21,23;21:6, 9 <b>guiding (1)</b> 6:25  <b>H</b>  <b>habitat (1)</b>	9:16 <b>Hailey (5)</b> 4:10;6:17;14:16;15:5,12 <b>hall (1)</b> 12:25 <b>Hat (4)</b> 10:3,4,8,25 <b>hawk (1)</b> 9:11 <b>hazard (3)</b> 17:4,5,23 <b>hazards (1)</b> 17:20 <b>heard (1)</b> 4:15 <b>Hearing (18)</b> 3:4,8;4:7,11,19;5:5,7,10,12, 21;7:18;12:4,5,20,24;13:7; 15:18;20:23 <b>heat (1)</b> 16:10 <b>help (1)</b> 19:12 <b>Hi (1)</b> 14:14 <b>Highway (3)</b> 8:7;9:2;10:6 <b>hired (1)</b> 3:25 <b>Historic (1)</b> 7:9 <b>Historical (1)</b> 10:23 <b>hitting (1)</b> 17:5 <b>home (1)</b> 18:9 <b>hope (1)</b> 18:8  <b>I</b>  <b>Idaho (3)</b> 4:10;14:16;15:12 <b>identified (1)</b> 10:24 <b>identify (1)</b> 7:11 <b>ie (1)</b> 16:8 <b>illustrates (1)</b> 8:22 <b>impact (3)</b> 9:9,9;11:21 <b>impacted (1)</b> 16:13 <b>impacts (5)</b> 7:4,11,13;11:10,23 <b>implementing (1)</b> 7:6 <b>important (1)</b> 15:23 <b>improved (3)</b>
--	--	--	---

16:1,7,11 <b>improvements (2)</b> 3:6;4:9 <b>inappropriate (1)</b> 15:2 <b>inbound (1)</b> 17:10 <b>include (5)</b> 7:3;8:24;9:7;10:2,13 <b>includes (1)</b> 8:9 <b>including (1)</b> 6:9 <b>incoming (2)</b> 17:10,24 <b>increased (1)</b> 19:7 <b>increasing (1)</b> 16:3 <b>independent (1)</b> 3:25 <b>Indio (1)</b> 14:15 <b>individual (2)</b> 17:20,21 <b>individuals (1)</b> 12:20 <b>information (3)</b> 6:2;18:3,14 <b>input (1)</b> 18:4 <b>instructions (1)</b> 7:6 <b>instrument (1)</b> 17:12 <b>intend (1)</b> 13:22 <b>interest (1)</b> 4:5 <b>interpretive (1)</b> 10:14 <b>interrupt (1)</b> 13:23 <b>invitation (1)</b> 11:3 <b>involved (2)</b> 15:25;18:12 <b>involves (1)</b> 7:21 <b>issues (3)</b> 4:2,5;16:10 <b>item (1)</b> 3:7	16:8 <b>John (2)</b> 2:17;16:18 <b>J-o-h-n (1)</b> 16:18 <b>joined (1)</b> 6:14 <b>joint (1)</b> 6:16 <b>Judge (18)</b> 2:1;3:8,22,23;4:3;5:16;13:14, 15;15:10,13;16:16;18:25; 19:18;20:8,12,15,25;21:11	<b>linear (1)</b> 11:18 <b>line-of-flight (1)</b> 14:20 <b>link (1)</b> 12:22 <b>listed (1)</b> 12:6 <b>listing (1)</b> 9:10 <b>Little (1)</b> 14:15 <b>LLP (1)</b> 2:11 <b>loads (1)</b> 16:3 <b>local (1)</b> 19:9 <b>located (3)</b> 8:4;9:23,25 <b>location (1)</b> 8:24 <b>long (2)</b> 14:6;19:16 <b>long-billed (1)</b> 9:13 <b>longer (2)</b> 16:8,9 <b>longstanding (1)</b> 19:11 <b>looking (1)</b> 11:24 <b>Loop (1)</b> 16:19 <b>lot (2)</b> 16:23;18:14 <b>low-growing (1)</b> 10:15	10:13 <b>meeting (13)</b> 3:2,3;4:1;12:25;14:2,4,5,6; 20:20,24;21:4,10,12 <b>Member (4)</b> 2:8,9;18:13;19:2 <b>members (4)</b> 5:1,1;6:10,13 <b>Memorandum (1)</b> 10:10 <b>MEMORIAL (9)</b> 2:3,10;4:9;5:21;6:10,15,20; 12:23;14:1 <b>mentioned (2)</b> 15:3;17:7 <b>might (1)</b> 13:19 <b>million (1)</b> 19:8 <b>minimized (1)</b> 7:14 <b>minutes (1)</b> 6:5 <b>Mitchell (1)</b> 6:12 <b>mitigate (2)</b> 10:11;17:4 <b>mitigated (1)</b> 7:14 <b>Mitigation (2)</b> 9:6;10:13 <b>MOA (2)</b> 10:10,13 <b>Mobile (1)</b> 5:10 <b>moderator (1)</b> 3:25 <b>more (5)</b> 6:7;13:16;18:10;19:9;20:6 <b>most (1)</b> 8:2 <b>motion (1)</b> 21:7 <b>mountains (1)</b> 15:6 <b>MRGs (1)</b> 16:5 <b>must (3)</b> 4:24;5:11;12:9	
<b>J</b>	<b>K</b>	<b>L</b>	<b>M</b>	
<b>Jack (2)</b> 2:18;19:1 <b>Jacob (1)</b> 2:4 <b>James (2)</b> 2:1,11 <b>jet (1)</b>	<b>Keirn (1)</b> 2:5 <b>key (1)</b> 15:20 <b>knowing (2)</b> 17:3,20 <b>known (1)</b> 19:4	<b>land (8)</b> 5:21;7:25;11:5,6,8;15:20; 17:3,17 <b>landed (1)</b> 17:19 <b>landing (1)</b> 14:23 <b>Lane (1)</b> 14:15 <b>Laski (5)</b> 2:11,11;3:13;20:22;21:8 <b>last (7)</b> 4:21;5:17;14:11;15:7,13; 19:20,20 <b>Lastly (1)</b> 12:19 <b>later (3)</b> 12:9,12;20:13 <b>laws (1)</b> 7:1 <b>Lawson (1)</b> 2:11 <b>lead (1)</b> 6:22 <b>least (1)</b> 7:15 <b>length (3)</b> 8:1,19;9:1 <b>less (2)</b> 10:21;17:23 <b>letter (1)</b> 11:3 <b>likely (2)</b> 9:10,22 <b>limited (2)</b> 6:10;7:4	<b>mail (1)</b> 12:6 <b>mailed (1)</b> 12:9 <b>maintenance (1)</b> 8:3 <b>manage (1)</b> 6:18 <b>manager (3)</b> 5:24;6:11,13 <b>many (2)</b> 6:25;17:19 <b>March (1)</b> 7:17 <b>market (1)</b> 16:9 <b>May (10)</b> 7:17;8:14;9:7,9,9,20;12:10, 13;14:6;20:2 <b>McCleary (3)</b> 2:7;3:12,16 <b>measures (1)</b>	<b>N</b>  <b>name (12)</b> 3:24;4:20,21;5:17,18;13:20; 14:10,14;15:14;16:18;19:1; 20:9 <b>names (1)</b> 14:11 <b>National (2)</b> 6:24;7:9 <b>nature (1)</b> 5:8 <b>near (3)</b>

10:7,12;11:11 <b>necessary (1)</b> 18:18 <b>need (2)</b> 14:22;21:7 <b>needed (1)</b> 18:1 <b>NEPA (2)</b> 6:25;7:6 <b>nesting/perching (1)</b> 9:21 <b>newly (1)</b> 14:25 <b>next (1)</b> 19:20 <b>night (2)</b> 17:3,22 <b>Noise (1)</b> 17:8 <b>note (1)</b> 12:9 <b>noted (1)</b> 13:5 <b>noticed (1)</b> 4:3 <b>number (1)</b> 14:18	<b>operations (1)</b> 15:24 <b>operator (1)</b> 16:20 <b>operators (1)</b> 18:22 <b>operator's (1)</b> 16:24 <b>opportunities (2)</b> 9:22;20:5 <b>opportunity (6)</b> 4:15;5:9;12:1,20;13:25;14:3 <b>options (1)</b> 18:6 <b>orange (1)</b> 7:24 <b>order (4)</b> 3:2;7:4,5;10:11 <b>orderly (1)</b> 4:11 <b>outbursts (2)</b> 4:25;5:3 <b>outgoing (1)</b> 17:24 <b>outside (1)</b> 9:3 <b>over (2)</b> 13:14;18:13 <b>overall (2)</b> 14:18;16:5 <b>oversee (1)</b> 4:1 <b>overview (2)</b> 4:16;6:2 <b>owner (1)</b> 16:20	<b>penetrate (2)</b> 8:10,11 <b>people (1)</b> 20:12 <b>per (1)</b> 7:5 <b>percent (1)</b> 10:22 <b>perimeter (1)</b> 8:18 <b>period (3)</b> 7:16,17,19 <b>person (3)</b> 4:23;13:21,24 <b>personal (2)</b> 4:5;5:8 <b>Persons (2)</b> 4:24;5:9 <b>perspective (1)</b> 16:24 <b>pertain (1)</b> 7:2 <b>photo (1)</b> 9:11 <b>pilot (1)</b> 18:2 <b>pilots (1)</b> 16:23 <b>pilot's (1)</b> 17:16 <b>places (1)</b> 8:19 <b>Plan (2)</b> 10:13;16:12 <b>planning (1)</b> 11:7 <b>please (7)</b> 4:20,21,22;12:8;13:23;14:9, 10 <b>pm (3)</b> 12:13;21:3,12 <b>podium (1)</b> 14:9 <b>Pogue (1)</b> 2:11 <b>policies (3)</b> 7:1,2,5 <b>Policy (2)</b> 6:24;20:7 <b>portion (3)</b> 8:6;9:1;21:4 <b>possible (1)</b> 18:18 <b>postmarked (1)</b> 12:9 <b>potential (1)</b> 7:11 <b>potentially (1)</b> 9:7 <b>PowerPoint (1)</b> 6:4 <b>powers (1)</b> 6:16	<b>prepared (1)</b> 7:11 <b>presence/absence (1)</b> 9:14 <b>present (4)</b> 4:14;6:9;9:17;12:5 <b>presentation (7)</b> 4:16;5:2,14;6:5,7;12:4;20:1 <b>presented (5)</b> 4:5,17;6:2;12:21,25 <b>Preservation (1)</b> 7:9 <b>primary (1)</b> 17:2 <b>Prime (2)</b> 10:19,20 <b>privilege (1)</b> 16:22 <b>procedure (2)</b> 4:13;8:15 <b>procedures (1)</b> 7:5 <b>proceed (1)</b> 4:11 <b>process (3)</b> 6:7;11:2;18:3 <b>processes (1)</b> 7:1 <b>profitability (1)</b> 16:4 <b>program (2)</b> 16:5;17:9 <b>PROJECT (11)</b> 2:12;4:17;5:13,24;6:12,13, 21;9:17;11:14;14:19;20:1 <b>projects (1)</b> 11:25 <b>property (1)</b> 18:9 <b>proposal (4)</b> 5:15;14:24;15:21;18:20 <b>proposed (17)</b> 3:5;4:9,16;7:13,20,21;8:5,9, 17;9:9,12,17;11:6,8;12:23; 15:20;18:15 <b>protect (1)</b> 18:18 <b>protecting (1)</b> 17:14 <b>Protection (2)</b> 8:2;18:10 <b>provide (6)</b> 4:20;5:9;8:18;12:1,2;14:22 <b>provided (6)</b> 5:3;13:1,5,7;18:6,19 <b>provides (1)</b> 12:20 <b>providing (1)</b> 10:14 <b>proximity (1)</b> 10:16 <b>PUBLIC (31)</b> 2:14;3:4,9;4:2,6,7,10;5:2,20;
<b>O</b>			
<b>Object (5)</b> 8:1,6,19;9:1,2 <b>objects (1)</b> 17:23 <b>obstruction (2)</b> 5:22;15:21 <b>obstructions (1)</b> 8:4 <b>obtain (1)</b> 17:17 <b>offered (1)</b> 4:16 <b>offers (1)</b> 15:5 <b>offices (1)</b> 18:2 <b>olive-sided (1)</b> 9:13 <b>once (2)</b> 19:20;20:16 <b>one (6)</b> 4:23;11:20;13:24;15:6;20:7; 21:1 <b>only (5)</b> 3:6,9;4:22;13:23;18:7 <b>oOo- (1)</b> 21:13 <b>open (4)</b> 4:10;5:2;14:8,13 <b>operate (2)</b> 6:18;16:2 <b>operational (1)</b> 16:7	<b>Pacific (3)</b> 5:19;12:7,13 <b>packet (1)</b> 18:7 <b>pagers (1)</b> 5:10 <b>pains (1)</b> 7:6 <b>panels (1)</b> 10:14 <b>Part (3)</b> 8:11;13:8,11 <b>particular (1)</b> 14:7 <b>passenger (1)</b> 16:3 <b>past (2)</b> 4:4;11:24 <b>Pat (1)</b> 2:9 <b>path (4)</b> 14:20;17:6,8,11 <b>paths (1)</b> 17:24	<b>P</b>	



6:14;7:18;10:15;12:1,3,5,20, 24;13:1,7,17;14:3,12;15:18; 19:19,20;20:15,17,18,22;21:2,4 <b>publicly (1)</b> 4:3 <b>purchased (1)</b> 14:25 <b>purpose (3)</b> 3:3,9;4:1 <b>purposes (1)</b> 17:17	10:7;11:1,10;15:21;17:15 <b>removed (1)</b> 8:14 <b>removing (2)</b> 10:12;11:17 <b>repeat (1)</b> 13:18 <b>replanting (1)</b> 10:15 <b>representatives (1)</b> 14:2 <b>require (1)</b> 17:15 <b>required (1)</b> 7:16 <b>requirement (1)</b> 14:21 <b>requirements (1)</b> 11:7 <b>requires (3)</b> 17:3,4,11 <b>resources (6)</b> 9:7,8;10:2,23;11:13,15 <b>respect (1)</b> 11:10 <b>respond (2)</b> 3:10,20 <b>response (1)</b> 12:14 <b>responses (2)</b> 13:5,9 <b>restrictions (2)</b> 16:2,14 <b>retired (1)</b> 4:4 <b>returning (1)</b> 18:11 <b>review (1)</b> 12:21 <b>reviewing (1)</b> 18:6 <b>Richard (1)</b> 2:8 <b>Ridge (1)</b> 15:11 <b>right (3)</b> 3:1,22;17:9 <b>River (1)</b> 9:24 <b>Robert (2)</b> 2:1;3:24 <b>Ronald (1)</b> 2:6 <b>roughly (1)</b> 6:4 <b>run (1)</b> 16:6 <b>Runway (13)</b> 7:23;8:1,1,2,6,10,16,19,20, 25;9:1,2;18:19	<b>safe (1)</b> 18:17 <b>Safety (9)</b> 8:1,25;14:22;15:19;17:18; 18:19;19:7,15;20:1 <b>scale (1)</b> 14:19 <b>scenic (1)</b> 15:7 <b>scheduled (1)</b> 14:7 <b>schedules (1)</b> 16:12 <b>school (2)</b> 16:21;18:16 <b>scrub-shrub (1)</b> 11:16 <b>Second (1)</b> 16:7 <b>Secretary (3)</b> 2:7;3:12,16 <b>Section (9)</b> 3:5;4:8;5:23;6:3;7:7;9:25; 10:2;11:22;12:22 <b>seems (1)</b> 14:18 <b>sense (1)</b> 20:4 <b>sent (1)</b> 11:3 <b>serves (1)</b> 6:21 <b>services (1)</b> 6:19 <b>setting (1)</b> 11:12 <b>sharing (1)</b> 6:1 <b>short (1)</b> 14:6 <b>Shoshone-Bannock (1)</b> 11:4 <b>shown (5)</b> 7:24;8:21;9:11;12:12,17 <b>shrub (1)</b> 10:16 <b>signed (1)</b> 10:11 <b>significant (3)</b> 9:22;10:21;11:8 <b>silenced (1)</b> 5:11 <b>site (1)</b> 15:1 <b>six-slide (1)</b> 6:4 <b>slide (6)</b> 7:25;8:21,22;12:7,12,18 <b>slowly (1)</b> 4:22 <b>someone (1)</b> 13:18 <b>south (3)</b>	8:10,24;15:4 <b>southern (1)</b> 7:22 <b>speak (3)</b> 4:22,23;19:5 <b>special (2)</b> 3:2;20:23 <b>species (2)</b> 9:20;10:16 <b>spell (3)</b> 4:21;14:10;15:13 <b>spent (1)</b> 19:8 <b>Spokane (2)</b> 5:19;12:8 <b>sponsor (1)</b> 6:21 <b>staff (2)</b> 3:10;6:12 <b>stage (1)</b> 16:8 <b>stakeholders (1)</b> 6:9 <b>Standard (2)</b> 12:13;17:23 <b>start (1)</b> 13:17 <b>started (1)</b> 7:17 <b>state (4)</b> 13:19,20;14:10;20:8 <b>stating (1)</b> 4:20 <b>stenographer (3)</b> 4:18,22;13:23 <b>stop (1)</b> 13:23 <b>Strauss (3)</b> 2:17;16:18,18 <b>S-t-r-a-u-s-s (1)</b> 16:19 <b>strong (1)</b> 18:21 <b>structured (1)</b> 12:24 <b>student (1)</b> 17:1 <b>submitted (1)</b> 13:6 <b>success (2)</b> 15:23;19:6 <b>suggestion (1)</b> 18:7 <b>Suitable (1)</b> 9:16 <b>Suite (2)</b> 5:19;12:8 <b>summer (2)</b> 9:14;16:9 <b>Sun (4)</b> 15:17,24,24;19:3 <b>support (4)</b> 9:16;17:16;18:4,21
<b>Q</b>			
<b>qualified (1)</b> 17:2 <b>quite (1)</b> 17:22 <b>quote (2)</b> 17:17,18			
<b>R</b>			
<b>Ranch (7)</b> 10:3,3,4,5,8,22;11:1 <b>reading (1)</b> 20:12 <b>real (2)</b> 3:17,19 <b>really (1)</b> 19:11 <b>receive (1)</b> 12:14 <b>received (4)</b> 10:4,6,8;13:7 <b>record (4)</b> 12:16;13:8,10,24 <b>recording (1)</b> 4:18 <b>records (1)</b> 18:5 <b>red-tailed (1)</b> 9:11 <b>reducing (1)</b> 16:4 <b>refrain (1)</b> 4:24 <b>regional (1)</b> 16:8 <b>regulation (1)</b> 6:25 <b>reiterate (1)</b> 15:22 <b>relevant (2)</b> 5:7;7:1 <b>relocation (1)</b> 18:15 <b>remain (1)</b> 9:3 <b>remarks (1)</b> 15:18 <b>removal (11)</b> 5:22;7:23;8:9,14;9:20,21;			
	<b>S</b>		

Sure (1) 16:17	17:1 training (1)	11:9 viewed (1)	wondering (1) 14:24
Surface (2) 8:12,13	17:2 transcriptionist (1)	11:24 views (1)	Wood (1) 9:24
surfaces (2) 8:5,13	12:5 Transportation (1)	15:7 Vince (4)	work (1) . 18:11
surveys (1) 9:15	7:8 tread (1)	2:13;5:13,17,24 V-i-n-c-e (1)	written (1) 12:3
SVED (2) 19:4,12	15:8 Treasurer (1)	5:17 visitors (1)	wrong (1) 20:2
<b>T</b>	2:6 tree (4)	19:10 visual (4)	<b>Y</b>
	7:23;8:14;9:20;10:7 trees (11)	11:10,12,13,14 visually (1)	years (3) 4:4;16:22;18:14
takeoff (1) 14:23	8:10,14;10:12;11:1,11,17; 14:18,22;16:25;17:5,16 tremendous (1)	17:8 voicing (1)	yellow-billed (3) 9:15,16,18
talking (1) 13:24	19:15 Tribes (1)	18:21	yield (1) 11:13
telephones (1) 5:10	11:4 truly (1)	<b>W</b>	<b>Z</b>
temperature (1) 16:10	15:6 Tuesday (1)	walk (1) 6:5	Zone (1) 8:2
ten (3) 6:5;16:22;18:13	3:2 turn (2)	wall (1) 21:2	zoning (1) 11:7
term (1) 19:16	13:13;17:9 twice (1)	Waller (4) 2:16;15:11,11,15	<b>1</b>
terms (8) 9:8,19;10:23;11:5,15;14:19; 18:14;20:5	20:16 two (1)	W-a-l-l-e-r (1) 15:15	1 (1) 10:22
testimony (1) 13:6	4:17 type (1)	Washington (2) 5:19;12:8	1050.1F (1) 7:4
thereby (1) 16:3	11:20	Water (3) 7:8;11:15,21	121 (2) 5:18;12:7
Therefore (2) 4:19;18:21	<b>U</b>	ways (1) 12:2	13 (1) 8:16
third (2) 16:11;20:16	under (1) 6:25	welcome (2) 5:20;18:4	161 (1) 14:15
Thirdly (1) 12:11	unfortunately (1) 17:15	welcomed (1) 13:4	1882 (1) 10:24
thousand (1) 8:20	up (4) 8:7,13;15:4;17:2	West (5) 5:18;9:23;10:5;12:7;17:10	1966 (1) 7:8
three (1) 12:2	Use (3) 11:5,6,9	wetland (1) 11:20	<b>2</b>
thrilled (1) 18:16	<b>V</b>	wetlands (2) 11:16,17	2,691 (1) 11:17
titled (1) 9:5	Valley (3) 15:17,24;19:3	who's (1) 6:12	200 (4) 5:19;8:14;12:8;14:18
today (1) 12:3	value (1) 15:3	wider (1) 17:11	2017 (1) 9:14
tonight (4) 3:7;6:1,9;19:5	vbarthels@to-engineerscom (1) 12:17	width (1) 9:2	2019 (3) 3:3;12:10,13
Tonight's (1) 7:18	vegetation (1) 9:19	wildlife (1) 9:19	20th (1) 7:17
total (2) 10:19,22	verbal (1) 12:3	windrow (2) 10:7;11:1	23rd (1) 3:3
totally (1) 18:16	viability (1) 16:4	wish (5) 4:19;14:10,12;20:17,20	25 (1) 4:4
toward (1) 17:9	viable (1) 19:9	wishes (1) 21:2	<b>3</b>
town (2) 12:25;15:7	Vice (1) 2:5	wishing (2) 19:19;20:15	
traffic (2) 17:10;20:6	vicinity (1)	within (7) 8:4;9:17;10:1,13;11:9,22; 13:10	
train (1)			

31 (1)  
7:23  
35 (1)  
7:18  
3rd (3)  
7:17;12:10,13

4

4 (2)  
9:4;11:22  
4.15 (1)  
11:22  
400 (1)  
8:24  
45-day (1)  
7:16  
4f (10)  
3:5;4:8;5:23;6:3;7:3,7,10;  
9:25;10:2;12:22

5

5:00 (1)  
12:13  
5050.4 (1)  
7:5  
5300-13A (1)  
8:12

6

6.5 (3)  
8:24;10:18,21  
6:02 (1)  
21:3  
6:03 (1)  
21:12  
620 (1)  
15:11  
64.6 (1)  
7:22

7

73 (1)  
16:19  
75 (3)  
8:7;9:2;10:6  
77 (1)  
8:11

8

83313 (1)  
16:19

9

99201 (2)  
5:19;12:8