

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

**April 5, 2016
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chairman – Ron Fairfax, Vice-Chairman – Don Keirn, Board – Lawrence Schoen, Jacob Greenberg, Angenie McCleary, Pat Cooley
FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Rick Baird, Emergency/Operations Chief – Peter Kramer, Contracts/Finance Administrator – Lisa Emerick, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Administrative Assistant/IT Systems Maintenance Coordinator – April Matlock, Administrative Assistant – Cecilia Vega
CONSULTANTS: T-O Engineers – Dave Mitchell; Kaplan Kirsch Rockwell – Peter Kirsch; Centerlyne – Sarah Shepard, Nancy Glick
AIRPORT TENANTS/PUBLIC: Felicity Roberts, Evan Stelma, Donna Serrano, Len Harlig, Lisa Phillips, Walt Denekas, Michelle Carter, Atlantic Aviation – Mike Rasch, Glass Cockpit Aviation – John Strauss, Nystrom International – Jim Nystrom, SVED – Doug Brown, FHR – 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 5:36 p.m. by Chairman Fairfax.

I. APPROVE AGENDA

The agenda was amended with the following changes:

VII. NEW BUSINESS

**B. Discussion of Airport Manager Succession and Next Steps
DISCUSS/DIRECT**

MOTION: *Made by Board Member Schoen to amend the agenda to include under New Business a brief discussion about Airport Manager Baird's succession. Seconded by Vice-Chairman Keirn.*

PASSED UNANIMOUSLY

Board Member Schoen commented that it is imperative the Board begin the search for hiring a new Airport Manager as soon as possible as they have less than 90 days to do so.

II. PUBLIC COMMENT

Len Harlig commented that an article in the Twin Falls newspaper stated that between December and January, the Magic Valley Regional Airport received 100 diversions. He questioned if the Airport had reported this many diversions in December and January and suggested that the Board research the matter.

Carlton Green suggested that the Board consider building a restroom for the employees who manage the public parking lot ticket booth so they no longer have to use a portable toilet. He commented that he has spoken with parking lot employees about the issue and they communicated to him that they would like to have a restroom facility located by the ticket booth.

Chairman Fairfax commented that staff members from The Car Park have relayed to him that they prefer not to have a bathroom facility located next to the ticket booth.

**III. APPROVE FMAA
MEETING MINUTES**

A. March 8, 2016 Regular Meeting (See Brief)

The March 8, 2016 Friedman Memorial Airport Authority Meeting Minutes were approved as presented.

MOTION:

Made by Board Member McCleary to approve the March 8, 2016 Friedman Memorial Airport Authority Regular Meeting Minutes as presented. Seconded by Vice-Chairman Keirn.

PASSED UNANIMOUSLY

IV. REPORTS

A. Chairman Report

No report was given.

B. Blaine County Report

Board Member Greenberg reported that the Blaine County Commissioners met with Airport Manager Baird today to discuss the outcome of the Voluntary Noise Abatement Program Review Committee meeting held last night. He also thanked Kaplan Kirsch & Rockwell Attorney Peter Kirsch for attending and presenting at the committee meeting.

C. City of Hailey Report

Vice-Chairman Keirn reported that he and Hailey Attorney Ned Williamson met with Mr. Kirsch and Airport Manager Baird today to also discuss the outcome of last night's committee meeting as they were unable to attend.

D. Airport Manager Report

Airport Manager Baird reported on the following:

- Airport Staff's attendance at the FAA Northwest Mountain Region Airports Conference in Seattle. He commented that Staff found the conference to be helpful in learning the FAA's current priorities and upcoming changes to the administration of grant programs.
- The FAA's presentation of an excellence award for the RSA Improvements Project to the Airport while at the conference.
- Correspondence regarding the contract tower funding program has been forwarded to Idaho's elected delegation. Airport Manager Baird will report on the Congress' decision regarding this issue next month. .
- The announcement of Airport Manager Baird's decision to retire as of June 30th of this year.

E. Communications Director Report

Communications Director Nancy Glick reported on the following:

- The completion of new photography for the interior of the passenger terminal by Kirsten Schultz Photography.
- The scheduling of Airport Tours for the Sun Valley Board of Realtors and Mountain Rides.
- The steady increase of the public's interest in the Airport's social media outreach.
- Continuation of information gathering for the reconstruction of the Airport website.

F. Fly Sun Valley Alliance Report

FSVA representative Carol Waller reported on the following:

- Finalization of flight schedules for the 2016 summer and fall seasons.
- An increase of 17% in March seat capacity compared to last year.
- Delta Airline's addition of a third flight to Salt Lake City through September.
- FSVA's goal to keep moving towards adding capacity.

Airport Manager Baird also reported that Contracts/Finance Administrator Lisa Emerick traveled with Ms. Waller to the Mead & Hunt Air Service Development Conference in Scottsdale, Arizona.

Ms. Waller reported that at the Air Service Development Conference, she and Ms. Emerick met with Alaska, United, and SkyWest Airlines and received important updates on the commercial airline industry.

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)

Board Member Schoen commented that he has forwarded the letters sent to Idaho elected delegation regarding the contract tower funding program and Passenger Facility Charge (PFC) program to the National Association of Counties (NACo) in an effort to encourage NACo and Congress to recognize the importance of these programs.

The Board and Airport Manager Baird expressed their appreciation to Board Member Schoen for his support of the contract tower funding program and PFC program.

E. Airport Commercial Flight Interruptions (See Brief)

VI. UNFINISHED BUSINESS

A. Airport Solutions

1. Current Projects

a. Plan to Meet 2015 Congressional Safety Area Requirement

i. Runway Safety Area Improvements Project (See Brief)

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

2. Future Projects

i. Terminal Aircraft Parking Improvements (See Brief)

Engineer Mitchell updated the Board on the current status of the Terminal Aircraft Parking Improvements project.

ii. Terminal Parking Lot Improvements (See Brief)

iii. Terminal Airline Ticketing Office Improvements (See Brief)

Engineer Mitchell updated the Board on the current status of the Terminal Airlines Ticketing Office Improvements project. He suggested that the FMAA Architectural Committee set up a meeting with Airport Manager Baird, Ruscitto Latham Blanton Architects and himself to discuss design prior to the May Board Meeting.

B. Voluntary Noise Abatement/Runway Use Program Review Committee – Opportunity for the Committee to Update the FMAA on Activity (See Brief)

Airport Manager Baird summarized what was discussed at last night's Voluntary Noise Abatement Program Review Committee meeting and briefed the Board on the outcome of the meeting.

Board Member Schoen asked Airport Manager Baird to briefly summarize what was discussed in the meeting regarding the Runway Use Program (RUP).

Airport Manager Baird commented that he and Kaplan, Kirsch & Rockwell Aviation Law Attorney Peter Kirsch described the RUP as a mechanism that is put in place for Airport's that can demonstrate to the FAA that there is a need for preferential flight paths or preferential use of a runway. He also briefed the Board on the advantages and disadvantages of a RUP and commented that receiving accurate noise complaint information from the community will help the Committee and Airport Staff find the best solution.

C. Master Plan Schedule Update (See Brief)

Airport Manager Baird briefed the Board on the status and schedule for Chapters E and F of the Master Plan Update (MPU).

Board Member McCleary asked the Board to consider whether it would be permissible to allow the Board to propose their changes/edits to Chapter E of the MPU that they intend to suggest at the May Board meeting.

Chairman Fairfax commented that it would be appropriate to propose the changes/edits to Chapter E that the Board will be discussing in May.

Board Member Schoen proposed an addition to Chapter E, page 65, Section 1.6 to include the Blaine County Land Use Ordinance as another County document that could potentially affect the plausibility of replacement airport sites. He also proposed to include Blaine County Land Use Ordinance language on page 64 regarding the reference to jurisdictional wetlands.

Vice-Chairman Keirn agreed that Blaine County Land Use Ordinances are relevant to the discussions on pages 64 and 65 of Chapter E.

Board Member Cooley suggested that an executive summary be included at the end of Chapter E to summarize the outcome of the siting evaluation that can be easily read and interpreted.

The Board agreed that the inclusion of a brief executive summary would be a welcome addition to Chapter E of the MPU.

Chairman Fairfax opened the discussion for public comment.

No public comment was made.

D. Discussion of the Pros & Cons of Noise Monitoring/Modeling (See Brief)

Kaplan, Kirsch & Rockwell Aviation Law Attorney Peter Kirsch described the differences between noise monitoring and noise modeling and briefed the Board on the advantages and disadvantages of pursuing the development of a Noise Monitoring and/or Modeling Study.

Board Member Schoen asked how a microphone can identify whether or not surrounding noise is coming from an airplane or a difference source.

Attorney Kirsch answered that the microphones used in noise monitoring are specifically engineered to distinguish between different kinds of noise and use a computer system to filter out any noise not identified as an aircraft.

Board Member McCleary asked how data obtained from noise monitoring and noise modeling can be differentiated.

Attorney Kirsch answered that noise monitoring records noise levels in decibels and also gathers information such as weather conditions and wind speed. Noise modeling will identify the type of aircraft, its flight altitude, its flight path and its flight speed. He commented that the Board will receive more detailed information from a noise modeling study as it identifies the aircraft's location which will help narrow down where the problem is occurring.

Chairman Fairfax commented that if the noise levels that are monitored do not reach 65 DNL (Day-Night Sound Level), the FAA will not provide remediation for the development of the noise studies or the modification of the Airport's flight paths.

Attorney Kirsch commented that the FAA sanctioned the methodology for noise measurement based on an average and is mainly useful to large airports as they have a higher probability for reaching 65 DNL due to increased operational activity.

Board Member McCleary asked what the cost would be to develop a noise monitoring/modeling study.

Airport Manager Baird answered that both noise monitoring and noise modeling can be fairly expensive depending on how extensive a study the Board decides to conduct. He commented that he does not believe the community would be receptive to noise modeling data without also conducting a noise monitoring study in order to verify the data from the modeling study.

Chairman Fairfax opened the discussion for public comment.

Board Member McCleary read an email sent to her from Bellevue Alderman Craig Wolfrom as requested by Mr. Wolfrom (Minutes Attachment #1).

E. Discussion of the Pros & Cons of Air Quality Monitoring/Modeling (See Brief)

Kaplan, Kirsch & Rockwell Aviation Law Attorney Peter Kirsch described the differences between air quality monitoring and air quality modeling and briefed the Board on the advantages and disadvantages of pursuing the development of an Air Quality Monitoring and/or Modeling Study.

Board Member Greenberg asked what the cost would be to develop an air quality monitoring/modeling study compared to the noise monitoring/modeling study.

Attorney Kirsch answered that a monitoring or modeling study for air quality would be slightly more expensive as the technology utilized to conduct the study is more sophisticated however the analysis of the data would be less expensive.

Board Member Cooley asked if the data retrieved from an air quality study would be incident specific.

Attorney Kirsch answered that gathering incident specific data for an air quality study is difficult due to the variability of atmospheric conditions. He commented that the quality of the data would be low unless the Board plans to gather air quality data for a couple of years or only gather data for small designated areas.

Vice-Chairman Keirn asked if the air quality monitoring equipment can differentiate the types of fuel used by different types of aircraft.

Attorney Kirsch answered that fuel types can be measured to a limited extent as the air quality monitors can only measure organic compounds in the air and the pollutants caused by aircraft fuel have the same composition despite the type of fuel used.

Board Member Schoen asked how the ability for individuals to differentiate the smell of exhaust fumes from vehicles and aircraft affect the way they perceive the level of air quality impact.

Attorney Kirsch answered that air quality experts have concluded that what an individual may smell is not necessarily the noxious component that causes air pollution. He commented that technology for monitoring smell has not yet been successfully developed into a sophisticated system. He also explained that the amount of noxious components that could affect individuals may depend on whether the aircraft is in the air or if it is running its engines on the ground.

Walt Denekas commented that he believes that the task of the Voluntary Noise Abatement Committee should be focused on the perception of noise rather than the levels or frequency of noise.

VII. NEW BUSINESS

A. Letters of Concern

1. De-ice Material Use at FMA (See Brief)
2. Opposite Direction Traffic (See Brief)

B. Discussion of Airport Manager Succession and Next Steps

Board Member Schoen suggested that the Board consider hiring a search firm to help locate a qualified replacement for Airport Manager Baird as it will be extremely difficult to do so.

The Board concurred with Board Member Schoen's suggestion. Chairman Fairfax suggested that the Board form a committee to manage the selection of a hiring firm. Board Member Schoen, Vice-Chairman Keirn and Chairman Fairfax volunteered to serve on the committee.

MOTION:

Made by Board Member Greenberg to create a committee, consisting of Board Member Schoen, Vice-Chairman Keirn and Chairman Fairfax, to select a search firm for hiring a new Airport Manager. Seconded by Vice-Chairman Keirn.

PASSED UNANIMOUSLY

VIII. PUBLIC COMMENT

Lisa Philips asked what criteria is considered when developers decide to build next to an airport.

Attorney Kirsch answered that land use compatibility decisions would involve the Airport and the community. If the airport is addressing noise, the local land use authority has to ensure that they don't allow any kind of development that would have a negative effect on the Airport's noise program.

**IX. EXECUTIVE SESSION –
I.C. §74-206 (c)(f)**

MOTION:

Made by Board Member Greenberg to enter into executive session pursuant to Idaho Code §74-206 paragraph (c) to acquire an interest in real property and paragraph (f) to communicate with legal counsel to discuss legal ramifications for controversy imminently likely to be litigated. Seconded by Board Member.

ROLL CALL VOTE:

Chairman Fairfax	Yes
Vice-Chairman Keirn	Yes
Board Member Greenberg	Yes
Board Member Schoen	Yes
Board Member McCleary	Yes
Board Member Cooley	Yes

PASSED UNANIMOUSLY

X. ADJOURNMENT

The April 5, 2016 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 8:48 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.

From: Craig Wolfrom [wolfrom.craig@gmail.com]
Sent: Tuesday, April 05, 2016 7:36 AM
To: Angenie McCleary; Ryan Thorne; Angenie McCleary
Subject: FMAA Public Comment for 4/5/2016

Greetings Ron & Angenie,

I would appreciate one of you reading this into the public record at tonight's meeting as I will not be able to attend due to my daughter's choir recital.

Thank you kindly,

-Craig Wolfrom

FMAA

First and foremost, thank you for creating the Noise Abatement Committee. I urge the FMAA to insist that this all important group begin its quest by compiling data acquired from a long term noise study using FAA certifiable type 1 decibel meters which will be in place during both peak and slack air traffic times including such events as Allen & Company placed in multiple locations within Bellevue, Hailey, and other parts of the Wood River Valley. In addition, it is incredibly important that the firm hired to conduct such a study be accepted as a neutral party; not a firm who has long term financial and contractual ties with KSUN. If this commission does not obtain real time, 2016/2017, factual data with which it can begin its work, or uses noise contour models from other airports, their findings will be controversial at best and likely be contested by a large portion of our community which could ultimately lead to the dismissal of the noise abatement commission's work.

Many thanks,

-Craig Wolfrom

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