

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

**March 7, 2017
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS: Chairman – Don Keirn, Vice-Chairman – Jacob Greenberg, Secretary - Lawrence Schoen, Treasurer – Ron Fairfax, Board - Fritz Haemmerle, 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, Administrative Assistant/Alternate Security Coordinator – Roberta Christensen
CONSULTANTS: T-O Engineers – Dave Mitchell; Centerlyne – Nancy Glick and Sarah Shepard
AIRPORT TENANTS/PUBLIC: Len Harlig, Walt Denekas, VNAC – Lisa Phillips, Atlantic Aviation – Mike Rasch,
AIRPORT LEGAL COUNSEL: Lawson Laski Clark & Pogue, PLLC – Jim Laski
PRESS: Idaho Mountain Express – Madelyn Beck; Evan Stelma, Felicity Roberts , FHR – Marc Reinemann; Glass Cockpit Aviation – John Strauss; Donna Serrano, Jersey Girl - Hanna McNees; Dick Fenton

CALL TO ORDER:

The meeting was called to order at 5:32 p.m. by Chairman Fairfax.

I. APPROVE AGENDA

The agenda was approved as presented.

II. PUBLIC COMMENT

No public comment was made.

III. ELECTION OF OFFICERS

Chairman Fairfax suggested that the Board support the election of Don Keirn as Chairman, Jacob Greenberg as Vice-Chairman, Larry Schoen as Secretary, and Ron Fairfax as Treasurer.

MOTION:

Made by Board Member Haemmerle to elect Don Keirn as Chairman, Jacob Greenberg as Vice-Chairman, Larry Schoen as Secretary and Ron Fairfax as Treasurer. Seconded by Board Member Cooley.

PASSED UNANIMOUSLY

Vice-Chairman Greenberg thanked Ron Fairfax for his service to the FMAA as Chairman for the last four years.

Board Member Fairfax asked Chairman Keirn if he would like to chair the rest of the meeting.

Chairman Keirn directed Board Member Fairfax to chair the rest of the meeting.

Board Member Haemmerle excused himself from the meeting.

IV. APPROVE FMAA MEETING MINUTES

A. January 31, 2017 Regular Meeting (See Brief)

The January 31, 2017 Friedman Memorial Airport Authority Meeting Minutes were approved as presented.

MOTION:

Made by Vice-Chairman Greenberg to approve the January 31, 2017 Friedman Memorial Airport Authority Regular Meeting Minutes as presented. Seconded by Chairman Keirn.

PASSED UNANIMOUSLY

V. REPORTS

A. Chairman Report

Board Member Fairfax thanked the Board for electing him as Chairman for the last four years.

B. Blaine County Report

Board Member Schoen reported that he recently attended a National Association of Counties (NACo) conference in Washington D.C. and learned that NACo has adopted interim policy resolutions (Minutes Attachment #1) regarding airports that will allow NACo to lobby on issues of primary importance to FMA to the extent that such policies align with the Board's goals, which they do.

C. City of Hailey Report

No report was given.

D. Airport Manager Report (See Power Point Presentation)

Jersey Girl Concessionaire Hannah McNees reported that overall the terminal food concession is doing well; however, there have been some problems with staff recruitment and retention. She commented that she hopes to post an official menu next week but would like to review it with the Board and Staff beforehand. She also commented that she has received several requests for beer and wine and is researching whether she has the storage capabilities to incorporate that into her menu.

Board Member Schoen asked Ms. McNees about her experience operating an airport café and what kind of response she has received from passengers. He also asked her opinion about the concessionaire facilities and space.

Ms. McNees answered that from a business perspective, the café is successful and is benefiting both herself and the Airport. She is pleased with the facility and space and has had no issues with ventilation. She commented that next winter she will have a plan in place to better coordinate the café's schedule with the bussing schedule and is also researching a good location for a seating area for customers.

Airport Manager Pomeroy commented that the primary complaint expressed from passengers regarding the terminal concession was that it was not accessible to passengers that were being bussed and this was not something that was considered by Airport Staff when the concession agreement was drafted.

Chairman Keirn asked if Ms. McNees had a plan in place for slack season.

Ms. McNees answered that she plans to be open for all the summer flights.

Airport Manager Pomeroy reported that on February 16th, he, Engineer Mitchell and the Board's Finance Committee met with FAA Project Manager Steve Engebrecht and ADO Manager William Garrison to take a tour of the Airport and discuss the Runway Protection Zone (RPZ), Air Traffic Control Tower (ATCT) relocation project, Snow Removal Equipment (SRE) possible acquisitions and the Capital Improvement Program (CIP).

Chairman Keirn commented that he is concerned about whether the FAA will be able to provide funding for the ATCT relocation project when the time comes to begin planning for it; however, he was encouraged that the FAA felt optimistic about helping with SRE acquisitions.

Board Member Fairfax commented that Mr. Engebrecht and Mr. Garrison were honest and forthcoming and gave them insights into how they function within the FAA and its internal struggle with funding.

Vice-Chairman Greenberg commented that he was pleased that the FAA offered to research the funding options available for SRE acquisitions in our region and appreciated their recognition of the burden caused by the additional federal requirements for runway safety that were put in place without the offering of additional funding to help airports comply.

Airport Manager Pomeroy reported on the following (See Power Point Presentation):

- Section 2 of the airfield is currently being utilized for snow storage.
- Delta has designated our Airport as a Special Winter Operations Airport and conducted an audit of the Airport's snow removal operations. They found that our Airport Operations meet their expectations and are pleased with our snow and ice removal process.
- The Airport has been put on a candidate list to be considered for remote technology for virtual air traffic control. The FAA is currently discussing how to financially and operationally move forward with the remote tower concept.
- Airport Manager Pomeroy, Operations Manager Emerick and Chairman Keirn will be attending the FAA Northwest Mountain Airports Conference in Seattle from March 20 – 22nd.
- The art in the terminal will be rotated on May 18th.
- Airport Security Coordinator Guthrie will be attending a security conference in Las Vegas in March.
- Operations personnel will be attending an Aircraft Rescue Fire Fighting (ARFF) training session in March, weather permitting.
- Skywest/Delta has mentioned the possibility of replacing the CRJ700 with the Embraer 175.
- Construction on Atlantic Aviation's new hangar is underway and though they are behind schedule by three weeks, they still plan to be completed by June 15th.
- Runway Pavement Maintenance is still scheduled to commence at 8:00 a.m. on June 5th and conclude at 7:00 p.m. on June 7th.

E. Communications Director Report

Communications Director Glick reported that she will be sending the Board an email to update them on social media statistics. She also introduced the newest member of Centerlyne, Candice Crew, who will be helping to develop social media content.

F. Fly Sun Valley Alliance Report

No report was given.

VI. AIRPORT STAFF BRIEF

- A. Noise Complaints (See Brief)**
- B. Parking Lot Update (See Brief)**
- C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data (See Brief)**

- D. Airport Commercial Flight Interruptions (See Brief)**

Chairman Fairfax commented that in past years approximately 20% of flights are diverted in the winter and asked if he was right in calculating that this number has increased to 35-40% this winter.

Airport Manager Pomeroy confirmed that per his discussions with Fly Sun Valley Alliance representative, Carol Waller, Board Member Fairfax is correct.

- E. Review Correspondence (See Brief)**

VII. OLD BUSINESS

- A. Airport Committee(s)**

- a. Voluntary Noise Abatement Program Review Committee - Update**

Voluntary Noise Abatement Committee (VNAC) Chairman Walt Denekas presented the Board with the findings and recommendations of the VNAC (See Power Point Presentation).

The Board discussed technical aspects of Mr. Denekas' presentation including the modification to the propeller RPM reduction noise abatement procedure and the advantages of specifying traffic zones versus routes.

Board Member Fairfax directed Mr. Denekas to draft the VNAC's proposal into a formal written document that the Board can review and discuss for approval.

Airport Manager Pomeroy commented that with T-O Engineer's assistance, a draft revised Voluntary Noise Abatement procedures document is being developed.

Board Member Fairfax suggested that the word "never" be taken away from the current noise abatement procedure that asks aircraft above 12,500 lbs. not to land or depart to/from the north.

Mr. Denekas commented that the VNAC has deleted the word "never" from their suggested noise abatement procedures as it implies that aircraft over 12,500 lbs. would be operating in an unsafe manner if they were to conduct a landing or departure to/from the north.

Board Member Cooley commented that the VNAC's proposal to reduce the number of operations by increasing general aviation parking through land acquisitions be reflected as a long-term goal. He also commented that the purchase of land should not be included in the noise abatement procedures.

Mr. Denekas commented that the Board's long-term goal to acquire land to expand the general aviation parking space that was lost due to recent RSA Improvements will not be a noise abatement procedure and will not be included in the noise abatement brochure.

Board Member Schoen suggested that when developing the VNAC's formal written proposal, a phased approach be used to distinguish between the components of the proposal that will be included in the new noise abatement procedures immediately and those, like proposals #2, #5 and #6, that are long-term goals for the Board.

C. Airport Planning Projects

a. Noise Modeling – Update (See Brief & Power Point Presentation)

Airport Manager Pomeroy and Mr. Denekas updated the Board on the status of the noise modeling project (See Power Point Presentation).

Board Member McCleary commented that calculating the annual average of decibel levels may not give accurate results due to the variance in seasonal operations and is hoping that the other two scenarios will analyze noise levels in ways other than annual averaging.

Mr. Denekas agreed with Board Member McCleary's comment and added that it is not noise averages that need to be analyzed but the size and frequency of the spikes in noise levels throughout the year.

Vice-Chairman Greenberg commented that the Board should first identify the goals they would like met from the noise modeling studies and then plan what components to analyze with the next two scenarios based on the identified goals. He commented that one goal would be to determine how the Board can mitigate the noise to a level that decreases the impact experienced currently in certain areas of the community without increasing impact to other areas.

Board Member Schoen commented that the noise modeling effort began from a request from members of the community to validate the noise impacts they were experiencing at their residences as well as the desire of the Board to give the Airport the tools it might need to manage the noise impacts. He commented that the initial goal was to gather data and demonstrate what the noise impacts were to the surrounding community.

Vice-Chairman Greenberg commented that the baseline has satisfied the initial goal of gathering data. The Board must now decide whether to apply the remaining two scenarios to a noise mitigation effort or to further prove that certain events have a greater noise impact.

Chairman Keirn commented that noise mitigation and high noise level location and event identification can be analyzed together.

Board Member Cooley agreed with Board Member McCleary that averages are not a good representation of the frequency of noise level spikes.

Board Member Fairfax commented that he would like to develop a 20-year forecast scenario to identify future events that the Board should be aware of and that will require noise mitigation efforts. He would also like to model the flight paths of aircraft taken during the July corporate event.

Airport Manager Pomeroy commented that the 20-year scenario mentioned by Board Member Fairfax has been conducted and is included in the Master Plan Update. He commented that the VNAC will be bringing scenario recommendations to the Board soon.

The Board discussed with Airport Manager Pomeroy the benefits of utilizing noise abatement traffic zones versus routes, as displayed in Mr. Denekas's presentation.

B. Construction and Capital Projects

a. Runway Safety Area Improvements Project – Update (See Brief & Power Point Presentation)

b. Terminal Air Carrier Apron and Parking Lot Improvements – Update (See Brief & Power Point Presentation)

Engineer Mitchell updated the Board on the Terminal Air Carrier Apron and Parking Lot Improvements project (See Power Point Presentation).

The Board discussed technical aspects of Engineer Mitchell's presentation including plans for the west side of the parking lot and rental car parking areas.

C. Airport Planning Projects (cont.)

b. Airport Master Plan – Consideration of Comments/Approval (See Brief & Power Point Presentation)

Airport Manager Pomeroy briefed the Board on the Master Plan Update. He requested direction on whether the Board has had adequate time to review the Master Plan Update (MPU) and whether the Board is ready to accept the document for distribution to the FAA.

Board Member Cooley asked how long the entire MPU has been available to the public.

Airport Manager Pomeroy answered that all Master Plan Chapters were posted on the Airport website as soon as the Board accepted the drafts.

Board Member Fairfax opened the discussion for public comment.

No public comment was made.

Chairman Keirn commented that he would prefer that the entire Board be present for the approval of the MPU.

Board Member Schoen asked Airport Manager Pomeroy to describe the steps of the MPU submittal process to the FAA.

Airport Manager Pomeroy answered that once the MPU narrative is submitted, the FAA can review and make comments on the narrative and their approval is not necessary for the Board to finalize the narrative. The Airport Layout Plan (ALP) will be submitted to the Airports District Office (ADO) for review and comment who will then submit it to the FAA for review and comment. The ALP will then be returned to the Board for review of FAA modifications and if accepted by the Board, the ALP will be revised and signed by the FAA and Board. He commented that the ALP review process usually takes approximately 60-90 days for completion and the MPU review process could take from nine months to a year for completion.

Board Member Schoen commented that he supports submitting the document to the FAA as nothing new has been added to the MPU that would require a full Board review and the document has been available to the public for months. He also commented that he would support waiting a month to submit the MPU to the FAA if the public did not receive adequate notice of the Board's acceptance of the document tonight.

Board Member McCleary commented that she would support either submitting the document to the FAA now or waiting until next month.

Vice-Chairman Greenberg suggested that the Board postpone submittal to the FAA until next month to allow the Board and public more time to review Chapter G and the Executive Summary.

VIII. NEW BUSINESS

A. Consideration of Draft Scope of Work – Environmental Assessment for Land Acquisition for Runway Protection Zone/Approach Protection (See Brief)

Airport Manager Pomeroy and Engineer Mitchell briefed the Board on the Draft Scope of Work (SOW) to conduct an Environmental Assessment (EA) for Land Acquisition for Runway Protection Zone/Approach Protection.

Board Member Schoen asked if the requirement to conduct a full EA was mandatory with respect to removing the tree obstructions, if the Board acquires the land.

Engineer Mitchell answered that a full EA would be required whether the Board acquired the land or not.

Board Member Schoen suggested that the SOW include language referring to the irrigation infrastructure within the proposed acquisition area, as relates to ranch operations, ranch land value and economics.

Engineer Mitchell commented that he will ensure that language regarding the irrigation infrastructure of the land be added to the SOW.

Engineer Mitchell asked the Board to consider approving the SOW and authorizing Staff to finalize it, submit it to the FAA for review and begin the fee negotiation process.

Board Member Fairfax opened the discussion for public comment.

Mr. Denekas commented that as a pilot who has had an engine failure after takeoff and came close to the trees at the south end of the runway, he believes the Board will be adding significantly to Airport safety.

Glass Cockpit Aviation owner John Strauss commented that the Board will be eliminating the hazard of the trees as well as adding more descending terrain. He also asked if it would be possible to use the RPZ space for snow removal and storage.

Airport Manager Pomeroy answered that he will research the opportunity to utilize some of the land for snow removal and storage purposes.

MOTION:

Made by Vice-Chairman Greenberg to approve the draft Scope of Work to conduct an Environmental Assessment (EA) for Land Acquisition for Runway Protection Zone/Approach Protection and authorize Staff to finalize the Scope of Work, submit it to the FAA for review and begin the fee negotiation process. Seconded by Chairman Keirn.

PASSED UNANIMOUSLY

IX. PUBLIC COMMENT

No public comment was made.

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

MOTION:

Made by Board Member Schoen to enter 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 McCleary.

ROLL CALL VOTE:

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

PASSED UNANIMOUSLY

XI. NEW BUSINESS Con't.

B. Consideration of Extension to Temporary Avigation License

The Board exited executive session at 8:30 p.m.

MOTION:

Made by Board Member Schoen to approve extension of the temporary avigation license with the adjacent land owner as presented through May 31, 2018 and authorize the Chair to sign the document on behalf of the Board. Seconded by Chairman Keirn.

PASSED UNANIMOUSLY

XII. ADJOURNMENT

The March 7, 2017 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 8:31 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.

1 **TRANSPORTATION**

2

3 **Resolution in Support of Fully Funding Federally Mandated Local Airport Security**

4

5 **Issue:** Pursuant to 49 U.S.C. § 44903(c) and 49 C.F.R. Part 1542, airport operators are required to
 6 establish an air transportation security program that provides a law enforcement presence and capability at
 7 the airport that is adequate to ensure the safety of commercial airports. This program is part of the
 8 cooperative effort between Transportation Security Administration (TSA) and airports to support
 9 deployment of sufficient law enforcement officers by airports to ensure passenger safety and counter risks
 10 to transportation security. Local Airport Authorities are receiving insufficient funding from the TSA to
 11 cover the cost of locally employed law enforcement officers for airport security.

12

13 **Adopted Policy:** increase the federal funding allocated for the Transportation Security Administration
 14 Law Enforcement Reimbursement Program so that the maximum reimbursement rate may be increased to
 15 cover the local airport's actual cost of (non-TSA) law enforcement officers employed by the local airport
 16 to fulfill federally mandated airport security requirements.

17

18 **Approved | February 27, 2017**

19

20 **Resolution in Support of Direct Funding to Local Governments for the Improvement and**
 21 **Maintenance of Local Roads in America within the Proposed Infrastructure Spending Bill**

22

23 **Issue:** Include direct funding for roads infrastructure by local governments to address America's rapidly
 24 deteriorating transportation network and create jobs.

25

26 **Adopted Policy:** The National Association of Counties (NACo) urges the president and Congress,
 27 through the proposed infrastructure spending bill, to create dedicated funding allocated directly to local
 28 governments for the improvement and maintenance of local infrastructure in America.

29

30 **Approved | February 27, 2017**

31

32 **Resolution to Support Federal Pilot Program for the Remote Air**
 33 **Traffic Control Tower Program**

34

35 **Issue:** The growth in domestic and international commercial flights, at a time when federal funding for
 36 aviation related programs has seen only slight incremental growth, has put a strain on high cost local
 37 airport facility investments such air traffic control towers and related equipment.

38

39 **Adopted Policy:** The National Association of Counties (NACo) urges Congress to establish in the next
 40 Federal Aviation Administration (FAA) reauthorization or extension of the current FAA authorization
 41 law, a pilot program within the U.S. Department of Transportation (DOT) FAA that, in consultation with
 42 airline operators and general aviation users, oversees the installation and operation of remote air traffic
 43 control towers.

44

45 **Approved | February 27, 2017**

46

