

**MINUTES OF A REGULAR MEETING
OF THE
FRIEDMAN MEMORIAL AIRPORT AUTHORITY
November 1, 2022
5:30 P.M.**

IN ATTENDANCE:

BOARD MEMBERS:

Board Chair – Martha Burke, Secretary – Angenie McCleary, Board Members - Muffy Davis, Sam Linnet, John Strauss, Jacob Greenberg, Treasurer – Ron Fairfax

FRIEDMAN MEMORIAL AIRPORT STAFF:

Airport Director – Chris Pomeroy, Deputy Director, Finance & Administration – Jenna Elliott, Deputy Director, Operations & Maintenance – Tim Burke, Security Manager – Steve Guthrie, Business Operations Coordinator – Becca Lynn, Nick Carnes – Airport Operations Supervisor

CONSULTANTS:

Mead & Hunt – Brad Rolf, Jen Wolchansky; William Payne & Associates – Bill Payne

AIRPORT LEGAL COUNSEL:

Lawson Laski Clark, PLLC – Jim Laski

CALL TO ORDER: The meeting was called to order at 5:30 p.m. by Board Chair Burke

I. APPROVE AGENDA (00:22)

The agenda was approved as presented.

**MOTION: Made by Board Member Greenberg to approve the agenda as presented. Seconded by Board Member Strauss.
PASSED UNANIMOUSLY**

II. PUBLIC COMMENT (00:43)

No Public Comment

III. APPROVE FMAA MEETING MINUTES (01:40)

A. October 4, 2022 Regular Meeting – Motion to Approve – **Attachment #1 ACTION ITEM**

**MOTION: Made by Board Member Greenberg to approve minutes. Seconded by Board Member Linnet.
PASSED UNANIMOUSLY**

IV. REPORTS

A. Chair Report (02:00)

No report given.

B. Blaine County Report (02:12)

No report given.

C. City of Hailey Report (02:49)

Board Member Linnet commented on complaints he received regarding student pilot/flight training activities.

Airport Director Pomeroy stated that as a federally operated airport and per the FAA, FMA is required to be open to all class and kinds of aeronautical activity including flight instruction. He suggested that John Strauss, owner of the flight school, comment as well.

Board Member Strauss said every maneuver is FAA required and follows noise abatement recommendations.

Treasurer Ron Fairfax stated if pilots are going to fly in and out of this airport, it's important to have experience and training at the local SUN airport instead of another location. You want training to be where you are going to be operating.

D. Fly Sun Valley Report (06:24)

Carol Waller stated she will be updating the flight schedule and United is adding a 2nd daily flight to Denver for the holiday period.

Board Member McCleary inquired about the changes in bussing operations.

Carol stated there was a joint announcement with the airport and a dedicated email sent out as well as on social media for Friedman regarding the updates on terminating the bussing program.

E. Airport Director's Report (see PowerPoint Presentation) (08:40)

Airport Director Pomeroy reported September 2022 Passenger Enplanements were up 6% from September 2021, and 2022 year-to-date Passenger Enplanements were up 9% from 2021. October 2022 Operations were up 5% from 2021 and down 10% year-to-date from 2021.

The Q400, which was operated by Alaska, was retired last month out of the Sun Valley market and replaced with the Embraer 175. He pointed out we are an all-Regional Jet airport when it comes to our air service.

With regard to the instrument approach, Alaska will continue to utilize the same proprietary instrument approach they have been using since December of 2016.

Airport Director Pomeroy reiterated that the airlines intended to discontinue bussing operations here due to the success of the new landing approach. Reliability has increased significantly since the bussing operation was established 25+ years ago. The airlines will now operate with service recovery operations, such as holding flight at origination or diverting. This will be a dynamic decision-making process. Notification went out via social media and the website.

Airport Director Pomeroy recognized Nick Carnes for his outstanding work on a terminal project. He read a letter from the US Department of Homeland Security in regard to the relocation of the TSA CT-80 machine and airline ticket counter modifications. Nick was given an award and received a round of applause for his accomplishments.

V. AIRPORT STAFF BRIEF (15:50)

A. Noise Complaints in October

No comment on noise complaints.

B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data (See Attachment #2-#4)

C. Airport Commercial Flight Interruptions (unofficial)

No comment on airport commercial flight interruptions.

D. Review Correspondence -Attachment #5 - #6

VI. ACTION ITEMS

(18:06)

A. NEW BUSINESS**1. Airport Advertising Policy – Attachment #7**

Airport Director Pomeroy stated we do not currently have an airport terminal advertising policy and suggested one be put into place. He stated we have not had issues to date but want to be prepared. He introduced a draft to the Board to adopt, based on other airports similar to FMA. He stated we do have a master advertising agreement, but it's too broad.

Board Member Greenberg stated he was in approval and feels it's necessary but wanted to make sure it was non-discriminatory.

Legal Counsel Jim Laski stated it is non-discriminatory, except that by having a policy you are discriminating against those in the policy. He stated defining non-discriminatory is excluding those that are not protected. This policy is consistent with other policies from other airports in the state of Idaho.

Board Member Linnet wanted to know if the various policies reviewed had been tested. Laski was not aware of any that had been challenged. Board Member Linnet was also curious about protected speech and what this covered.

Laski stated we could hold off on approving to delve into the protected speech. If anyone had an issue, there is an appeal provision that could be brought to the Board. Otherwise, we could move forward with it as presented and make an amendment if needed.

Board Chair Burke states we are more vulnerable without it in place. She would rather allow for modifying after adopted. Laski stated he spent the most amount of time on the appeal section of this policy.

Board Member Strauss pointed out paragraph 3 under "general rules" talks about 'innocuous and less controversial commercial and service-oriented advertising'. He stated "paragraph d" talks about 'from preferentially leased by tenants.' This equals us not trying to prohibit any form of public or public speech. He stated it's for purposes of advertising and the focus of it appears to be towards tenants and advertising of the commercial operations in promoting the airport's business. He is in favor as written, subject to any amendments.

Board Member McCleary wanted clarification from Airport Director Pomeroy on whether this policy was similar to others that he reviewed from different airports, to which he answered in the affirmative. She stated it is important to have something in place with the ability to amend later.

**MOTION: Made by Board Member Linnet to approve the advertising policy as proposed. Seconded by Board Member Greenberg.
PASSED UNANIMOUSLY**

B. CONTINUING BUSINESS

1. None

DISCUSSION AND UPDATES

(27:27)

A. NEW BUSINESS**1. Future Ranch Management– Discussion**

Airport Director Pomeroy stated with the acquisition of the ranch last month, the entirety, with the exception of 10 acres, is for approach protection and land use compatibility. The remaining 10 acres is for aeronautical development. One of the terms in the purchase and sales agreement was an agricultural lease, leased back to current tenant. The current structure of the lease is through March 2023 with the option to extend to March 2024. He

stated taking care of and maintaining/managing the ranch is quite the undertaking. We need to ensure that it is managed in a resilient manner in the future.

One of the significant points of discussion with the FAA and the State and Historical Preservation Office was the maintenance and preservation of the structures as they are historic structures (the house, barn and outbuildings). There was a special agreement made between those 2 entities requiring FMAA as owners of the land to maintain the structures over the course of their lives. Opportunities exist to manage the ranch in a sustainable and resilient manner. That comes with more efficient crop and land management, reduced irrigated areas etc. Vice Chair Fosbury was not present at the meeting but as part of the discussions he had conversations with organic ranching and farming community in the valley and they expressed an interest to allow FMAA to work in partnership with them to use structures for their originally intended purposes of farming and agriculture.

There are other opportunities and interests for partnership and ways to be good stewards of the land for preservation and maintenance purposes. Airport Director Pomeroy asked the Board how they may want to define what the Board wants in terms of management and possibly go out for a formal proposal process.

Jim Laski reiterated the tenant has the right to exercise an extension of their lease by December 31, 2022.

Board Chair Burke welcomed Amy Trujillo from the Wood River Land Trust and suggested she make comments and suggestions.

Board Member Greenberg stated there is great value in the water right and we need to ensure we protect that. The land was purchased for approach protection and compatible development and stated we need to review this with the same lens. The uses need to be compatible with the initial reason for the purchase of the land.

Airport Director Pomeroy stated the real value to the community is open space. He stated we need to ensure that we remain compliant with the reasons for the purchase.

Laski stated we would certainly work with IDWR to help protect the value of the water.

Board Member Strauss suggested consideration of snow removal by staff. We could relocate snow from the airport to assist in irrigation. He stated alternative to an RFP, we could consider workshop area for interested parties to discuss what they might offer.

Airport Director Pomeroy stated as a public entity we are potentially entering into an agreement with a private entity to provide a service and we may have to go through a competitive process. All our criteria and goals must be clearly established in our RFP.

Amy Trujillo from Wood River Land Trust has river concerns. This stretch of the river is one that the Blaine County's Big Wood Rivers Atlas has recommended that we look at for opportunities to evaluate ways that we could set back levies or flood plain restoration. The Land Trust and partners are interested in looking at opportunities for restoring flood plain throughout this reach that are compatible with the airport's needs and managing and maintaining a safe operation.

Board Member McCleary stated the public has asked if there is going to be recreation allowed on the property.

Airport Director Pomeroy stated it was brought up to the FAA with initial discussions. Because this land was acquired with federal funds and because of obligations, we need to be careful how any recreation could be done or whether or not it's possible.

Board Chair Burke stated it would remain protected airspace and opportunities need to be explored and ensure the FAA is on board. She stated sustainable farming may be an option and not necessarily cattle.

Airport Director Pomeroy stated he wants to continue to explore options with parties that have interest in the land use. He confirmed with the Board that they are giving support to the staff to start looking at some options. He wants to know how we are going to approach the maintenance and preservation of that property and structures.

Board Chair Burke also stated to possibly include the Blaine County Museum; their need to expand is quite substantial.

B. CONTINUING BUSINESS

1. Miscellaneous (45:07)

i. Air Traffic Control Replacement Project – Update and Discussion

Airport Director Pomeroy stated in May of 2022 FMA received notice from the FAA Next Generation Office that we were designated as the 3rd pilot program airport to promote digital tower technology. Conditions were that we'd need to be responsible for the controller costs as well as specific and clear documentation as to the plan that would be acceptable to the FAA NextGen Office. In June 2022 FMAA concurred with the project Statement of Work. Later in June, he received another call from the FAA NexGen office to advise, based on learning lessons at the 2 other pilot program locations, they ran into challenges, and they wanted to change how the implementation of remote towers in the air space would work. Instead of asking various vendors of the technology to test at different airports and validate the systems, they want any interested vendors to take their systems to the FAA Operations Center and set them up and test them in a controlled environment and validate the technology. Their notional schedule to complete this was 5 years.

Airport Director Pomeroy then asked the Next Gen office to have the same discussion with FMA vendors and consultants on board. From July-October Raytheon continued to submit initial documentation (intake documents) that the FAA had been asking for. He appreciated Raytheon/Frequentis continuing discussion without being under contract.

He has been in contact with the FAA Airports Division. They have expressed concerns about us pursuing the technology in terms of there not being a certified remote tower system in the national air space. They are aware that we have the schedule from the FAA from our modifications to standards to have a new tower in place by the end of 2023. With the introduction of the Bipartisan Infrastructure Law "BIL" there are specific funds set aside for sponsor owned contract towers and maintenance/construction. The longer we push this out the less funding may be available.

He stated ultimately, we need to move forward on a tower project, either remote or a sticks and bricks option. A remote tower up and working is approximately a 5-year timeframe per FAA. The vendors believe that timeframe is closer to 2 years. Conventional tower is approximately 2 years as well.

Cost is estimated at \$7 million for a remote tower. Funding needs to come from local funding only because they aren't certified in the national airspace. Conventional tower cost is approximately \$7.5-\$8 million-FAA AIP funds eligible up to 93.75% and BIL funds 100%.

Airport Director Pomeroy submitted a grant application for environmental sighting & design. The success of receiving this grant would be increased based on the airport showing an interest and the ability to invest. In the grant, Airport Director Pomeroy stated the airport would look at the option to committing up to \$3 million for the tower project, not binding.

Board Member Greenberg wanted clarification on AIP eligibility. Airport Director Pomeroy stated the sponsors, including the other 2 pilot airport programs, have still invested in equipment and installation. FAA is offering up a pilot program and they would have significant costs to administer and manage the project.

The FAA would be covering the controllers' costs. Untested lifecycle costs are one of the unknowns. Raytheon is willing to discuss absorbing the Operating & Maintenance costs for the first 5 years. The FAA will not be able to guarantee certification of the system when it is complete. Raytheon has also stated that they are willing to look at a reimbursement to the airport if that certification is not attained.

A conventional tower build offers a well-known timing on known design and with regards to costs. There are available FAA funding sources such as the Airport Improvement Plan and BIL. Timing for both is going to realistically take us past the 2023 timeframe. FAA has shown support for moving forward with the timeframe approaching, but Airport Director Pomeroy stated we need to get moving on a tower project.

Board Member Linnet asked Airport Director Pomeroy if there was a benefit assessment.

Airport Director Pomeroy stated the digital tower offers a cost savings. The environmental component and the portability of it are also benefits. The conventional tower is a known quantity. 30-40 years is the life cycle expectation of a sticks and bricks tower.

Board Member Linnet asked Airport Director Pomeroy about the interchangeability of 2 types of towers. Airport Director Pomeroy stated they are not interchangeable. The digital tower has a tower mast with cameras of the operating environment. The conventional tower has a room of screens and systems. They both achieve the same function but are radically different and whichever we choose it is intended to be a long-term choice.

Board Member Strauss praised Airport Director Pomeroy and the Board for all the front-end work on this project and getting Raytheon involved. His concerns were the cost and can they be covered by any of the available resources. He warned the group that a digital tower isn't necessarily the latest and greatest. He questioned whether we are the right facility to be the 3rd pilot program and instead use the proven conventional tower system.

Board Chair Burke likes the esthetics of the digital. She stated the cost and timing are the most important. She would like to see some options of the conventional tower at the next meeting.

Board Chair Burke encouraged if the technology is equal, she encourages conventional is the way to go and we can't be willing to wait.

Board Member Linnet said there is a financial gamble for the remote tower and not a lot of clear benefits and is in favor of conventional options.

Board Member Greenberg stated the main driver is the FAA perspective on the options. Their guidance is that it will be a while to get certification on a digital tower. He feels there are too many impediments to the timeframe and suggested to move forward with the conventional option

Airport Director Pomeroy reiterated that in no way, shape or form, has the FAA given specifics on what FMA should do. They have simply given options and observations.

Board Member McCleary stated she feels as though we are going backwards and revisiting the same questions but understands it's necessary due to costs and timelines. She stated we need to look further into the conventional option.

Board Member Greenberg stated that prior to now, we were operating off the assumption that the digital towers would be certified by the end of 2023. That hasn't happened and new information has guided the Board to having the discussion with that new information and deciding on an option.

Board Member Davis stated she is in support of seeing some schematics of a conventional tower.

2. Construction and Capital Projects

- i. New Parking Lot Project – Update (01:22:00)
 Airport Director Pomeroy stated the parking lot project is completed with lights installed and 80 new parking stalls.

3. Airport Planning Projects

- i. Draft Climate Action Plan Recommendations – Discussion (01:23:13)

Jen Wolchansky with Mead & Hunt addressed Climate Action Strategy. She stated sustainability planning will allow for increase operational efficiencies, realizing cost savings and reduce environmental footprint. This allows for the airport to align with community goals and values. It's also a nationwide goal with the FAA working towards NetZero by 2050. There is additional motivation with funding opportunities.

The Climate Action Strategy is a framework for measuring, planning, and reducing greenhouse gas (GHG) emissions and related climatic impacts with implementation.

Accomplishments to date are participation in the Blaine County Regional Sustainability and Climate Advisory Committee, Greenhouse Gas Emissions Studies and the purchase of new equipment are all things that support this strategy.

She identified partnership opportunities are with the FBO (Atlantic Aviation), car rental agencies, and airlines. She stated looking forward, it's a process to move the needle for climate action. The airport needs to evaluate what works best with this airport and consider what is under airport control. With those considerations, infrastructure, ground operations/ground service equipment, fuel supply, and voluntary procedures are all proposed emission reduction measures. The next steps would be to incorporate Board input and publish it to the website and target implementation for reduction measures.

Board Chair Burke asked if as we consider the tower or changes to the terminal that changes are made with sustainability in mind.

Deputy Director, Operations & Maintenance Tim Burke stated we already implemented this with snow removal equipment and installing LED lights as well as changes on a day-to-day basis to reduce our emissions.

VII. PUBLIC COMMENT (01:39:00)

No Public Comment

VIII. ADJOURNMENT (01:39:19)

The November 1, 2022 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at 7:08 p.m.

DocuSigned by:



Angenie McCleary, 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.