

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

**August 04, 2009  
5:30 P.M.**

**IN ATTENDANCE:**

**BOARD MEMBERS:** Chairman – Martha Burke, Vice-Chairman – Tom Bowman, Secretary – Susan McBryant, Board – Leonard Harlig and Ron Fairfax;

**FRIEDMAN MEMORIAL AIRPORT STAFF:** Airport Manager – Rick Baird, Emergency Services/Airfield Operation Chief – Pete Kramer; Contracts/Finance Administrator – Lisa Emerick, ASC/Special Projects Coordinator/Executive Assistant – Steve Guthrie, Office Administrator – Roberta Christensen, Administrative Assistant – April Richey

**AIRPORT LEGAL COUNSEL:** Luboviski, Wygle, Fallowfield & Ritzau – Barry Luboviski;

**CONSULTANTS:** T-O Engineering Co. – Chuck Sundby;

**AIRPORT TENANTS/PUBLIC:** Atlantic Aviation – Mike Rasch, Jeremy Marcotte, Susan Harris; Fly Sun Valley Alliance – Carol Waller; Federal Aviation Administration – Jason Pitts, Cayla Morgan, Carolyn Read; Bureau of Land Management – Tara Hagen, Katherine Farrell; Blaine County Commissioner – Larry Schoen, Angenine McCleary; Hertz Rental - John Whaley; Avis Rent-a-Car – Peter Scheurmier; Enterprise – Gabe Dessert; Glass Cockpit Aviation - Cammie Patch; Jacobs Consultants - George Larson; Gene Murphy; Jeff Toner; Bureau of Homeland Security – Bob Wells; Keith Roark, Jim Perkins, Susan Cutter, Dave Dingman, John Strauss

**PRESS:** Idaho Mountain Express – Pat Murphy

**CALL TO ORDER:**

The meeting was called to order at 5:33 p.m. by Chairman Burke.

**I. APPROVE AGENDA**

The Airport Manager briefed the Board that the Small Community Air Service Development Program Grant item on the agenda was added so that, if approved, Staff could submit a grant application to the Department of Transportation before the August 28, 2009 deadline.

The agenda was approved as amended and posted.

**II. VIII. AIRPORT STAFF BRIEF**

**A. G. Employee of the Year, 2008 (See Brief)**

The Airport Manager presented the Employee of the Year 2008 award to Atlantic Aviation General Manager Michael Rasch, for his outstanding work ethics and leadership. He congratulated Mr. Rasch on a well-deserved award and expressed gratitude for the 20 years of excellence and friendship Mr. Rasch has contributed to the Friedman Memorial Airport team.

**B. H. Employee of the Quarter, 2009 (See Brief)**

The Airport Manager presented the Employee of the 1<sup>st</sup> Quarter 2009 award to Atlantic Aviation employee Jeremy Marcotte for his hard work and great attitude. He congratulated Mr. Marcotte on behalf of Board and Staff.

**III. #. PUBLIC HEARING**

**A. FY '10 Rates and Charges (See Brief)**

Board Member Harlig commented that the Finance Committee is in concurrence with the proposed FY '10 Rates and Charges presented by Staff.

**MOTION:**

*Made by Board Member Harlig to approve the proposed Friedman Memorial Airport FY '10 Rates and Charges as presented. Seconded by Board Member Fairfax.*

**B. FY '10 Budget (See Brief)**

Board Member Harlig asked if an amendment to the Budget would be needed if the Small Community Air Service Grant were awarded to the Airport. He also asked if there are sufficient funds in the contingency line item for non-profit community organizations like Sustain Blaine that request financial assistance.

The Airport Manager answered that if the Airport is awarded the grant, the anticipated expense and revenue for the FY '10 Budget would need to be amended for calendar years 2010 and 2011. He answered that there should be enough funds in contingency to offer financial assistance to community organizations upon Board approval.

**MOTION:**

***Made by Board Member Harlig to approve the proposed Friedman Memorial Airport FY '10 Budget. Seconded by Board Member McBryant.***

**PASSED UNANIMOUSLY**

**III. FAA PRESENTATION**

**A. Friedman Memorial Airport (SUN) Feasibility of Technological Improvements To Approaches At The Existing Airport (See Brief)**

Federal Aviation Administration Environmental Protection Specialist Cayla Morgan briefed the Board that the FAA believed it necessary to ensure that the public and Board understood the determinations made by FAA Western Flights Procedures Manager, Jason Pitts, in response to several comments received from the community regarding the possibility of making technological improvements to approaches at the Airport.

Federal Aviation Administration Western Flights Procedures Office (WFPO) Manager Jason Pitts explained and illustrated in detail the evaluations made from the feasibility study regarding approaches at the Airport. He commented that WFPO specialists base their evaluations on safety as the number one priority and the approaches and missed approach at the Airport did not pass the hazard test in the feasibility study.

Board Member Fairfax asked if the Transponder Landing System (TLS) can provide minimums between the Wide Area Augmentation System (WAAS) and Required Navigational Performance (RNP) approach minimums. He also asked if the departure procedures for the RNP can be lowered to allow an easier departure.

Mr. Pitts answered that the TLS would not give any better minimums than the Non-Directional Beacon (with Distance Measuring Equipment) (NDB/DME) approach the Airport currently utilizes, nor would the TLS approach minimums allow pilots to safely conduct the approaches. He answered that the RNP departure procedures cannot be modified due to missed approach and the inability of pilots to gain altitude safely if the RNP were lowered.

Board Member McBryant asked if all aircraft perform the same approach at other airports or if different approaches are developed for the different types of aircraft.

Mr. Pitts answered that there are some locations that have approaches developed for certain types of aircraft.

Board Member Harlig asked if there is any other official within the FAA that could provide the Airport with a different evaluation than the evaluation determined by the WFPO. He also asked if Mr. Pitts is the final authority on determining the Airport's ability to improve existing approaches.

Mr. Pitts answered that the flight procedures office located in Oklahoma City, OK would be the only other office to contact regarding improving existing approaches at the Airport. He commented that in his professional opinion, the Airport will receive a similar answer from the Oklahoma City office. He also added that the Oklahoma City office, as well as three separate specialists from the WFP, had already confirmed the finding that the Airport could not achieve lower minimums and that the Oklahoma City Office was the one that developed the present south approach minimum.

Board Member Harlig asked if he was correct in summarizing that the Airport cannot improve its minimums, cannot approach from the north with improved minimums, and the mountainous terrain is the limiting factor for improving the Airport's reliability issue.

Mr. Pitts answered that Board Member Harlig's summary of the Airport's limitation regarding technological improvements to approaches is correct.

Vice-Chairman Bowman asked why it is necessary for an aircraft to be 2,000 feet over the highest penetration in mountainous terrain. He asked what point of reference is used to calculate the highest penetration point for mountainous terrain.

Mr. Pitts answered that from the missed approach point the aircraft has to be taken back to the en-route environment safely, until the aircraft can reach a safe en-route outlet; and in mountainous terrain, that point is 2,000 feet above the highest terrain. He answered that the highest penetration point is determined with digital terrain data.

Board Member McBryant commented that the Board has made exhaustive and genuine efforts towards improving approach minimums and reliability at the Airport.

Board Member Harlig asked Federal Aviation Administration Environmental Planning & Financial Programs Branch Manager Carolyn Read to comment on the oft-repeated argument by relocation opponents that the Airport could obtain waivers that would excuse the Airport from complying with FAA standards rather than relocate the Airport.

Ms. Read answered that the FAA has been striving to correct all runway safety areas in the nation. The remaining airports not in compliance with FAA safety standards are those surrounded by mountainous terrain with limited physical ability to expand, Friedman Memorial Airport (FMA) being one of them. She stressed that the FAA is not issuing and has not issued waivers for safety standards.

Ms. Morgan commented that the Airport does not comply with design standards as well as runway safety area standards. The Airport could expand to meet design standards, but this would not solve the reliability issue. She briefed the Board and public that Aspen-Pitkin County Airport did not receive a waiver from the FAA excusing them from complying with FAA safety standards, but chose to limit the wingspan of the aircraft that could fly in and out of the airport.

Ms. Read commented that an aircraft wingspan restriction would put the Airport in compliance with FAA safety standards, but that would preclude certain aircraft from using FMA.

Board Member Harlig asked if he was correct in his understanding that the FAA does not grant waivers, but airports are allowed to perform operational modifications to sanitize taxiways for larger aircraft or limit wingspan to meet FAA standards.

Ms. Read commented that the Airport is currently meeting FAA standards by operational modifications and by considering a replacement site. She briefed the Board that if an operation becomes unsafe for any reason, FAA Flight Standards District Offices will perform an evaluation and make a determination that could potentially affect all aircraft, depending on the cause of the new concern.

Mr. Pitts commented that even if the Airport made operational modifications and expanded its surface area to comply with FAA safety and design standards, the issue involving flight procedures would remain irreparable due to the mountainous terrain.

The Airport Manager commented that the Airport is extremely deficient in meeting FAA safety and design standards and if operations at the Airport become too difficult to manage, Serco Air Traffic Control, the other signatory in the Letter of Agreement with the Authority, could cancel their participation at any time. He commented that the Board's goal has always been to run an Airport that complies with FAA design standards, performs the reliability necessary to operate a successful Airport and meets the current and future air traffic demand.

Chairman Burke commented that neither the Blaine County Commissioners nor the City of Hailey body wants to operate an airport that is out of compliance with FAA regulations. She commented that the FAA does not grant waivers, but performs mitigations by procedures that are revisited frequently.

Vice-Chairman Bowman thanked the FAA officials for traveling to Blaine County and answering the Board's questions. He commented that the Board and Board of Blaine County Commissioners are 100% committed to replacing the Airport. He asked what the next step would be for the Board to take if, hypothetically, all three remaining sites failed the EIS.

Ms. Read answered that there is no reason to have concern regarding whether or not there will be a location for the replacement airport as the Airport currently has three viable sites to select from. She commented that the FAA is presently conducting a technical analysis of all three sites of which two of the three sites are definitely feasible.

#### IV. OLD BUSINESS

##### **A. AIP '02 Environmental Impact Statement (EIS) Phase II For a Replacement Airport (See Brief)**

Board Member Harlig asked if Staff could correspond the dates of critical decision-making to the introduction of a New Authority in order to illustrate an approximate time when the New Authority will be needed in the decision-making process regarding the replacement airport.

The Airport Manager answered that Staff will be able to include Board Member Harlig's suggestion as part of the flow chart however, some of the information will need to be based on assumptions.

Vice-Chairman Bowman asked if the preliminary steps that will be included in the replacement airport planning flow chart will be applicable to all three sites.

The Airport Manager answered that the preliminary steps included in the replacement airport planning flow chart will need to be discussed and acted on regardless of which of the three sites is selected.

Blaine County Commission Chairman Larry Schoen commented that he has drafted a letter to Hailey Mayor Rick Davis to suggest scheduling a joint meeting to discuss the possibility of allowing an advisory committee to serve under the Board as well as the Board of Blaine County Commissioners.

Vice-Chairman Bowman briefed the Board that the Idaho Delegates are willing to help in any way with the replacement airport project and appreciate being kept apprised of the Airport's situation and progress. He commented that the Delegates also appreciate that the Board is reaching out to other agencies, such as the Bureau of Homeland Security, the Military, and Federal Fire Fighting agencies, as it is seen as an effort to ensure that the replacement airport will be utilized as much as possible.

The Airport Manager commented that he appreciates the time the Idaho Delegates contributed in order to discuss matters of the Airport.

Sun Valley/Ketchum Chamber & Visitors Bureau Executive Director, Carol Waller, asked if minimum revenue guarantees for the two Colorado resort airports were included in the "A Tale of Two Airports" study.

The Airport Manager answered that the minimum revenue guarantees were not included in the "A Tale of Two Airports" study.

**VI V. APPROVE MEETING MINUTES OF:**

The July 1, 2009 Friedman Memorial Airport Authority Special Meeting Workshop Minutes were approved as presented:

**MOTION:** *Made by Board Member Harlig to approve the July 1, 2009 Special Meeting Workshop Minutes. Seconded by Vice-Chairman Bowman.*

**PASSED UNANIMOUSLY**

The July 1, 2009 Friedman Memorial Airport Authority Regular Meeting Minutes were approved as presented:

**MOTION:** *Made by Board Member Harlig to approve the July 1, 2009 Regular Meeting Minutes. Seconded by Vice-Chairman Bowman.*

**PASSED UNANIMOUSLY**

**VII VI. PUBLIC COMMENT**

Blaine County Commission Chairman Larry Schoen suggested that the Airport Manager delay working the role of the advisory committee into the flow chart until after the Blaine County Commissioners and City of Hailey conduct a joint meeting to discuss the advisory committee proposal. He commented that assumptions regarding the New Authority transition could be clarified during this discussion.

Mr. Schoen asked Ms. Read what would happen if the Board chose not to pursue a new site for the Airport and if the FAA would end their financial support of the Airport.

Ms. Read answered that the purpose and need of the replacement airport project is to meet FAA safety and design standards, meet future and current demand and resolve the reliability issue. The FAA is in full support of meeting these needs and not moving forward with the replacement airport project is not an option because such does not resolve the reliability issue. She answered that before the FAA would grant significant discretionary funds to the Airport, it would first need to comply with FAA standards on the runway safety areas and then serious operational compromises would need to be discussed.

**VIII VII. CHAIRMAN REPORT**

No report was made.

**IX. AIRPORT STAFF BRIEF**

**C. A. Noise Complaints**

**D. B. Parking Lot Update**

**E. C. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data (See Brief)**

**F. D. Review Correspondence (See Brief)**

Board Member McBryant commented on the TSA requirements being imposed on general aviation. She commented that the commercial airlines have been under the more restrictive access regulations for a while and she would like the public to understand that it is hard to support an action if it does not apply to the whole operation. All types of aviation operations should be required to follow the same regulations.

**G. E. Fly Sun Valley Alliance (See Brief)**

**H. F. Annual FAR 139 Certification Inspection**

**I. ~~International F.O.O.L. of the Year (See Brief)~~**

**J. July Traffic At FMA**

Board Member McBryant commented that being unable to accommodate air traffic demand is a major revenue loss. She asked what the economic impact for the community would be if the Airport remained in its current location and continued to turn away business on a monthly basis.

The Airport Manager commented that the Staff would like to be able to accommodate all air traffic demand, but with the current Airport facility this is not a possibility and therefore the Airport will continue to miss revenue opportunities.

Operations Chief Peter Kramer commented that the mix of aircraft associated with any large event are mostly composed of larger jets. He commented that every year during Allen & Co the jets arriving get larger, allowing less aircraft to utilize the Airport due to space constraints. He commented that Atlantic Aviation notifies their customers to call the FBO ahead of time as parking will be limited and this often leads clients to make arrangements at other airports rather than chance space not being available at the Airport.

**X. NEW BUSINESS**

**A. Enterprise Auto Rental Car Company Request (See Brief)**

Enterprise Rent-A-Car Branch Manager Gabe Dessert requested that the Board consider amending portions of the License and Use Agreement for off-airport rental car operators. He requested that the Board allow off-airport vendors to pick-up and drop-off customers at Terminal curb-side, relocate Enterprise signs to a location where customers can view it from the terminal, allow Atlantic Aviation the authority to decide where rental cars can pick up/drop off customers and amend Regulation 94-1 to comply with the City of Hailey Taxi/Limo License acquisition requirements.

The Airport Manager commented that an off-airport rental car operator does not have a licensed agreement to operate on the Airport. If Enterprise is interested in operating on the Airport they can enter into a License Agreement with the Board. He reminded the Board that the off-airport parking location was chosen based on the rental car input years ago, which included Enterprise. It was also selected in order to separate the activity already excessive at curb-side.

Attorney Barry Luboviski commented that he will research the Hailey City Ordinance and Airport Regulation 94-1 for discrepancies regarding the requirement for rental car operators to acquire a taxi license and amend Regulation 94-1 if needed. He commented that off-airport rental car operators should not be allowed the same privileges as the lessees who pay a considerable amount of money to operate at the Airport.

Board Member McBryant asked how many months remained until the Lease Agreements with the remaining two rental car operators would need to be renewed. She asked if there was an off-airport rental car operator agreement that Enterprise could enter into.

The Airport Manager answered that the Lease Agreements with the rental car operators was extended for an additional 24 months in May 2009.

Attorney Barry Luboviski answered that there is a License and Use Agreement for off-airport rental car operators that Enterprise will not enter into unless the Board agrees to the suggested amendments.

Mr. Dessert commented that the License and Use Agreement for off-airport rental car operators requires Enterprise to pay a 15% airport access fee from their revenue as opposed to the 10% that lessees are required to pay from their revenue.

Vice-Chairman Bowman asked if there is a policy issue that the Board needs to address in response to Mr. Dessert's request. He commented that he would be willing to amend the Agreement with the caveat that the current rental car lessees agree to grant Enterprise their requests.

The Airport Manager answered that Mr. Dessert is asking the Board to amend the License and Use Agreement for off-airport rental car operators to allow Enterprise to operate Terminal curb-side.

Board Member McBryant commented that it would be appropriate for a member of the Board to search for any anomalies that could exist in the License and Use Agreement for off-airport rental car operators. She commented that she agrees with the comments made by Attorney Luboviski and the Airport Manager.

Board Member Harlig commented that initially he was sympathetic to the possibility of changing the off-airport parking location during the winter months as a compromise, however, subsequent to the comments made by Hertz Rent-a-Car and Avis Rent-A-Car, it would leave the on-site lessees at a competitive disadvantage related to the substantial Lease Agreement they share with the Airport. He commented that the Board would like to have Enterprise as a tenant on the Airport if they still held an interest in operating at the Airport.

Board Member Fairfax commented that the on-airport rental car agencies knew the benefits they'd receive upon signing the Airport Lease Agreement for rental car operators, whereas the off-airport rental car operators were aware that they would not receive those benefits.

The Airport Manager commented that Enterprise, not Staff, made the decision to make renting a car inconvenient for customers when they decided to move off-airport.

## B. Events

### C. Small Community Air Service Development Program Grant

Attorney Lubovski commented that he will ensure that a contribution made to match the Small Community Air Serve Development Program Grant will not be seen by the FAA as a diversion of funds and will meet the Airport constitutional mandate.

Vice-Chairman Bowman commented that he is in full support of applying for a grant that would aide in marketing the Valley, Sun Valley and Airport in key markets.

Board Member McBryant asked if the Small Community Air Service Development Program Grant could be used to help fund Horizon Airlines in the months they're not able to utilize the Airport due to inclement weather.

The Airport Manager answered that the purpose of the grant is not to alleviate Horizon's costs from operating at the Airport, but to develop a marketing program for the community.

Board Member Harlig commented that the Small Community Air Service Development Program Grant is an opportunity the Board has an obligation to pursue for the betterment of the community.

#### **MOTION:**

***Made by Vice-Chairman Bowman to authorize Staff to process appropriate Resolutions and authorize Chair to sign the grant after appropriate approvals and review. Seconded by Board Member McBryant.***

**PASSED UNANIMOUSLY**

### **XI X. PUBLIC COMMENT**

Avis Rent A Car General Manager Peter Scheurmier commented that he objects to any change of the License and Use Agreement for off-airport rental car operators to allow off-airport rental car operators to operate Terminal curb-side.

Chuck Sundby commented that the August 4, 2009 Board meeting was the first one he has attended where there has been three professionals speaking eloquently regarding the purpose and need for the replacement airport project. He commented that if the Airport does not relocate, operations would have to be modified to only allow B-II aircraft, which would eliminate commercial service to the Valley.

Hertz Rent-a-Car Branch Manager John Whaley commented that he does not agree to allow Enterprise to operate Terminal curb-side at any time of year, but does not want to make operating as an off-airport renal car operator too difficult as he might need to operate off-airport if Hertz is not again selected at time of bid.

**XII. XI. EXECUTIVE SESSION**  
- I.C. §67-2345(1)(d)

**MOTION:**

**Board Member Harlig moved to enter into Executive Session - §67-2345 (1)(d). Seconded by Vice-Chairman Bowman.**

**ROLL CALL VOTE:**

<b>Chairman Burke</b>	<b>Yes</b>
<b>Vice-Chairman Bowman</b>	<b>Yes</b>
<b>Board Member McBryant</b>	<b>Yes</b>
<b>Board Member Harlig</b>	<b>Yes</b>
<b>Board Member Fairfax</b>	<b>Yes</b>

**PASSED UNANIMOUSLY**

**MOTION:**

**Board Member McBryant moved to end Executive Session - §67-2345 (1)(d). Seconded by Board Member Harlig.**

**PASSED UNANIMOUSLY**


**XIII. XII. ADJOURNMENT**

**MOTION:**

**Board Member McBryant moved to adjourn the Regular Board Meeting. Seconded by Board Member Harlig.**

**PASSED UNANIMOUSLY**

The August 04, 2009 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 9:00 p.m.

  
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Susan McBryant, 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.