

**Sun Valley Air Service Board
Meeting Minutes
January 30, 2020
Hailey City Hall Meeting Room 11 am**

Present: Neil Bradshaw – Mayor, City of Ketchum
Jacob Greenberg – Blaine County Commissioner
Peter Hendricks – Mayor, City of Sun Valley
Martha Burke – Mayor, City of Hailey

Staff Present: Hailey – Heather Dawson

CALL TO ORDER:

11:07:58 AM Call to order by chair Peter Hendricks Sun Valley Mayor

11:08:15 AM Roll call vote
All present

No public comments

Remarks from chair
none
Remarks from board
None

11:09:20 AM Presentation from FAA representative Greg Dyer former FAA employee for 35 years and Chris Pomeroy. Dyer works for a planning and consulting firm (Jviation Aviation, out of Denver, and has been working with Pomeroy at the Friedman Memorial Airport for 3 1/2 years now. Pomeroy hands over the floor to Dyer.

Dyer, does not represent the FAA's opinions wants to make this clear. He does have 35 years' experience with the FAA, in route facilities, over towers in Montana. He has varied experience. Mountain airport challenges are similar. Pretty mountains make flying a challenge. Providing access to airports, Aspen and Eagle experience. Now focus is capacity and efficiency in commercial zones.

11:11:15 AM Pomeroy we are here to talk about our last holiday season at Friedman Airport, the New Year's traffic. Pomeroy, started 4 years ago, the day that Allen and Co. event started. After a couple of days, Pomeroy, knew he wanted to do better with events and flights. Travis was Pomeroy's former boss, so he called and asked for help. Dyer was in car with Travis. Travis stated that he had just hired Dyer for air traffic help. For the last 3 1/2 years, they have been working closely together on traffic from Salt Lake Center to optimize efficiency with our local airport traffic, with our FAA partner.

Pomeroy thanks the airport board for letting him do this, it is uncommon to be this proactive.

11:13:37 AM Dyer there is no crystal ball, keep building on incremental improvements. A couple of points to demonstrate this, Salt Lake Center, 45 air traffic controllers in SLC, every year do an exercise, this year it was a Hailey air traffic exercise, big commitment on their part. Changing the way we think to make this service more predictable, mother nature is still the boss of it.11:15:20 AM Pomeroy talks about the challenges, with the Salt Lake tower reps and their visit last week, they visited Martin Luther King day, debrief, talk to the tower manager, they were disappointed in the event and some of the things were out of their control as well, we all want to make things better with our service.

11:16:18 AM Hendricks asks, who's idea was their visit? Pomeroy, responds, it was the local level. Pomeroy went on to say what was good about the visit was; that Monday was busy. These people got to see some of same demands, first-hand. They were talking directly with air traffic controllers to find better solutions.

11:17:26 AM Dyer comments on visibility, he is revising the plan every 2 hours. This year, one-page daily plan, this year, will keep an eye on Sun Valley because of volume and potential delays, may have to do this or that, spelled out actions on the document.

11:18:18 AM Bradshaw, that is remarkable

11:18:29 AM Pomeroy, this is a big thing.

11:18:39 AM Dyer, if you want federal help, the fact that we are on the page, is a big thing.

11:19:10 AM Pomeroy, received negative feedback from last season delays. His responsibility is the physical facilities, FAA responsibility is of air space. Salt Lake is the yellow traffic area, their responsibility is for traffic, on map. Friedman air service is about a 5 mile radius. In winter, Salt Lake sets up all traffic that comes into our airport and hands off to our local tower. Breaking down what happens with us, is unique. One way in/out, greatly reduces our capacity., also weather impacts capacity as well as runway, arrivals. We have 10-12 arrivals / hour in good weather, bad weather 4-5/hour. On departures, air traffic control has to work this in with the arrivals.

11:23:41 AM Pomeroy reviews 2019-2020 holiday demand, high demand on Dec 21, 26 and 27 and Jan 2, 4, peak demand times, 11 am to 4 pm. Several in air holds and delays, and at point of origin, "new ground delay" program. Holds resulted in unplanned diversions plus or minus 5 and 180 scheduled air carrier arrivals. Private aircraft also impacted, not just carriers.

11:25:46 AM Pomeroy states that private jets do not get priority. FAA Air Traffic Control (ATC) system is first come first served, equal access. In airspace, ground delay and ground stops, can't take off, 2 ground stops.

11:26:41 AM Dyer explains the ground delay program, Denver sun valley, if they (FAA) perceive capacity is lower than demand, they enable the ground delay program. Figure

out a plan how to match capacity, then methodically go through the list hour by hour based on flight plans / capacity.

11:28:25 AM Pomeroy, worst ground delay was 2 ½ hours. Aspen had 6-7 hours delay from original flight plan, throughout holiday plans.

11:29:09 AM Dyer, ground delay they know departure plan. Ground stop great big Question Mark and they can't plan.

11:29:58 AM Pomeroy, displays 2 pictures of flights, 12:15 pm, flight aware, can get a sense of demand, shows planes in blue icons, arrivals, green icons are departing aircraft, roughly 18 private vs. 2 commercial aircraft, Dec 21st 12:17 pm. At 12:41 pm same day. One air carrier was put on hold for almost ½ hour, Pocatello. 10 blue planes one green.

11:32:34 AM Hendricks asks about carriers making decisions to divert if they are low on fuel. Dyer responds, it is a safety issue, and operational need, not abused, it happens infrequently, where an airline is low on fuel and makes decision to divert. All carriers are supposed to land with 45 minutes of extra fuel in tank.

11:33:58 AM Hendricks, pilot getting low on fuel, divert to Twin? Pomeroy, the decision to go to Twin, plane was getting low per margins, flight crew and company made the decision to divert to Twin Falls. Dec. 21st was a good weather day, can get planes a lot closer together, must spread out aircraft.

11:35:28 AM Dyer, comments on Pocatello flight, interesting that with Twin Falls, busing, controller says hold for an hour, company discussion, to land in Twin, and bus and save fuel. Interesting combination of variables, can change a decision.

11:37:00 AM Pomeroy, scenario, visual, follow the plane in in good visibility. Worst situation with Horizon, Dec 27th, approach procedure, must hold several miles out, planes stacked 1000 feet apart, when released from stack, must be confirmed by our tower before next plane can leave stack. On Jan. 4th, 6 airplanes in stack, here comes Horizon into space, company decision made about going to Boise. Pomeroy asked why not refuel and come back to SUN? Response, the crew timed out, and they bussed all passengers. Weather 11:39:53 AM is such a huge impact on our one way in one way out approach. Function of number of planes.

11:40:23 AM Burke asks, what happens to passengers waiting to board planes that are supposed to arrive. Pomeroy, Delta sometimes brings another plane. United cancels outright.

11:41:11 AM Carol Waller, sometimes there is not enough time to get a bus.

11:41:25 AM Pomeroy, displays a picture of plane activity in summer time, planes stacked on runway, 5 planes. Sun Valley had 10 or 12 planes departure stack last summer.

11:42:11 AM what can be done? Mentioned extensive partnership, coordination, with Salt Lake Center and Sun Valley air traffic control tower. Can also visit with command center in Dulles FAA ATC, to explore opportunities, defining proposals on focused times for solution.

11:43:30 AM Dyer, feels very encouraged about where we are right now. When started working with mountain airports. When you start making tiny improvements, it makes a difference. Salt Lake exercise, is helpful, keep relationships going, commitment with SL ATC. We can plan for next season, look at calendar to identify 6-10 days that will be a challenge, bring in stakeholders including airlines. New approach procedure will help with the predictability. More increased predictability, more visibility and less chaos.

11:46:03 AM Pomeroy, Dyer has been trusted go to source. Want to engage him in the future for this coming plan.

11:46:34 AM Greenberg, how does this change first come first serve priority? What does it mean? Dyer, 2 prongs, if we can make headway in bad weather situations. Reducing the 13-15 minute path, which has dependence on Salt lake center helping us. Harder question, how does it change, like to think that problems, Hailey has 2 airports, private commercial, with different needs and coordination. Have had success in some similar in other airports by having conversations with General aviation, but must get all parties into the conversation. Can give priority to a certain set of users. 11:49:33 AM Greenberg, I hear there are opportunities.

11:49:45 AM Dyer, does not want to be misunderstood by any party.

11:50:05 AM Hendricks, have been hearing for years for better avionics, does this help our problem. Pomeroy, hoping by May or June 2020 for new instrument approach procedure. Skywest(Delta) and United, may get 1 mile visibility, hoping for 70-80% increase in reliability with using these instruments. 11:51:37 AM compare weather to minimums. One caveat, Nov. 9th Skywest, Pomeroy on plane testing the equipment, it tested as expected, it was phenomenal. The Delta aircraft must commit in the investment to the upgrade to the software and planes, it is not cheap. On airport operational side it means we must have additional man power to handle. 11:53:12 AM the airport authority paid a consultant to develop this procedure and we are hopeful the airlines will jump on board.

11:53:34 AM Hendrick's asks, Alaska and Horizon have equipment and Delta and Skywest will be coming? Pomeroy it is a different system.

11:54:27 AM Bradshaw asks, can we help the airlines with this cost? Pomeroy, not sure how that would work. Greenberg, do you use public funds for private business? The board committed to developing the product and then we need to rely on the companies to install the equipment. For the airport, this is an important economic impact revenue to have them land. Pomeroy 11:56:25 AM important to note, the airport cannot put public funds into private businesses.

11:56:57 AM Hendricks asks a question, Pomeroy, each plane/airlines has a certain set of avionics, Honeywell is one of them. There are 2 different sets of manufacturers to select from which can utilize this flight approach solution.

11:57:35 AM Alli with Visit Sun Valley, asks about the First come first served priority, Dyer describes how to prioritize planes outside the first come first served plan and it becomes a slippery slope. In Atlanta, United or American, airline debates, opens up litigation if you don't prioritize by first come first served basis. This started in the 1930's for public good, fair access by FAA, up to everyone to use that access. In 50's 60's and 70s airports were regulated, 1978, the feds deregulated fair market terminals.

12:00:57 PM Greenberg comments, on schedules who change flight plans. 12:01:44 PM Dyer it is a natural revolution, slot programs, then United flight delayed from Chicago, then who gets priority, system is so dynamic because of weather, winds and equipment delays.

12:02:37 PM Pomeroy, every minute of air space is critical to planning.

12:02:55 PM Hendricks, what do you need from this board, how can we help? Pomeroy, opportunity to one of you to go along with us on the visit. Dyer, let's build our strategy, starting next week, talk to Salt Lake Center and tell them why. If they go to command center, they will have different priorities, we need their support. We need to bring in stakeholders, invite ourselves to command center, go through chain of command, show new possibilities and how the schedule could work, more than one meeting with their specialists. Check in, make sure we are all on same plan, keep tweaking it and make it better.

12:05:56 PM Pomeroy, they would need financial support, sharing the cost of this consultant.

12:06:17 PM Hendricks, any improvement is important to the discussed results. Moving the needle in that direction would help. Start that conversation now, encourage you to start this now, would like to see this happen. This is an important part of our effort to make this successful.

12:08:16 PM Greenberg everyone needs to contribute, we all see the success. How does this work for us. Would like to see what success looks like when you have a plan, feel this is important too.

12:10:10 PM Bradshaw are we landing more planes in bad weather, is the success.

12:11:16 PM Burke summarizes what we've heard from Dyer and Pomeroy, making best use of capacity, how we do it, instruments will help, right off the bat, we know we are heading in the right direction.

12:12:05 PM Dyer, if you think, let's just say we have 200 slots to land people, how many those are going to be delayed, no matter how the delays happen those 12 are delayed no matter what. They (FAA) have a uniform problem, can change the service of the 188 that will get to land. How we deal with the 12 is the important factor, planning for predictability.

12:13:54 PM Pomeroy our challenges are one way in and one way out. There are ways in good weather, to squeeze out 16 departs, in 15 minutes in optimal flow.

12:14:46 PM Dyer, if new approach, talk to Salt Lake, have another subset for a new procedure with flight instruments. Discussion of the separation rule.

12:15:21 PM Dyer talks about conversations with Salt Lake tower and communicating the avionics that the airlines are utilizing, to help provide 12:16:14 PM opportunities for improvements with the planning.

12:16:49 PM Hendricks asked them for a timeline, financial side, and for them to come up with plan, and come back to us. 12:17:12 PM Pomeroy will have Dyer put together a draft scope of work. Airport will help with their budget and then get back to this board.

12:17:51 PM Bradshaw, can we fund this? Hendricks, not sure, we need to find out.

12:18:13 PM Burke, get scope of work, schedule, cost, timeframe, then ask legal if we can do this.

12:18:37 PM Hendricks, measuring success is important to this group. Pomeroy, success with Allen and Co. we've had zero delays during the last 2 years events.

Next meeting is March 25th, should be enough time. Pomeroy may be out of town at that meeting date.

12:20:23 PM **Burke makes motion to adjourn, second by Bradshaw, motion passed unanimously.**



Neil Bradshaw, Secretary/Treasurer



Peter M. Hendricks, Chair