MINUTES OF A REGULAR MEETING
OF THE
FRIEDMAN MEMORIAL AIRPORT AUTHORITY*
August 6, 2019
5:30 P.M.

IN ATTENDANCE:

BOARD MEMBERS: Chairman – Jacob Greenberg, Vice-Chairman Don Keirn, Ron Fairfax – Treasurer, Angenie McCleary – Secretary, Board - Fritz Haemmerle, Pat Cooley, Dick Fosbury

FRIEDMAN MEMORIAL AIRPORT STAFF: Airport Manager – Chris Pomeroy, Contracts/Finance Administrator – Lisa Emerick, Airport Operations Manager – Todd Emerick; Special Projects Coordinator/Executive Assistant – Steve Guthrie, Airport Administrative Coordinators – Sue Heaphy & Jenna Elliott

CONSULTANTS: T-O Engineers –Nathan Cuvala, Flight Tech Engineering – Alec Seybold, William E. Payne and Associates – Bill Payne, Centerlyne – Sarah Shepard & Candace Crew

FLY SUN VALLEY ALLIANCE: Carol Waller

AIRPORT TENANTS/PUBLIC: Atlantic Aviation – Brian Blackburn

PRESS: Idaho Mountain Express – Alejandra Buitrago

CALL TO ORDER:

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

I. APPROVE AGENDA

The agenda was approved as presented.

II. PUBLIC COMMENT

Brian Blackburn, Atlantic Aviation, thanked the Friedman Airport management team and staff for their extra efforts with the July fly-in event. He stated, given the increase in air traffic, he was impressed by the joint efforts between all parties to conduct a successful and safe event.

John Strauss, Glass Cockpit Aviation, thanked Atlantic Aviation and the Friedman Airport staff for their extra efforts during the July fly-in event. He also wanted to acknowledge the Hailey and Salt Lake City air traffic control for their extra efforts and keeping the air traffic moving during this busy time.

III. PUBLIC HEARING

A. FY' 20 Budget – Motion to Approve – Attachment #1, #2

The Board discussed the complexities of the budget clarified that the total 2020 budget amount is $7,070,053.74.

MOTION: *Made by Vice-Chairman Keirn to approve the Fiscal Year 2020 Budget in the amount of $7,070,053.74. Seconded by Board Member Fairfax.*

PASSED UNANIMOUSLY

IV. APPROVE FMAA MEETING MINUTES

A. July 2, 2019 Regular Meeting Minutes Attachment #3

B. July 17, 2019 Special Meeting Minutes Attachment #4

MOTION: *Made by Board Member McCleary to approve the July 2, 2019 Regular Meeting Minutes and July 17, 2019 Special Meeting Minutes. Seconded by Vice-Chairman Keirn.*

PASSED UNANIMOUSLY

V. REPORTS

A. Chairman Report

Chairman Greenberg reported he visited Denver with Airport Manager Pomeroy. Their visit included a tour of the Fort Collins and Centennial Airports and meetings with consultants regarding the remote tower program.

B. Blaine County Report

No Report was given.

C. City of Hailey Report

Mayor Haemmerle reported that he is always impressed by the fly-in event in July. He thanked Airport Manager Pomeroy and the Airport staff for all their efforts.

D. Fly Sun Valley Alliance Report

No report was given.

E. Treasurer's Report

Treasurer Fairfax provided an update on current 2019 budget and financial status. **See Power Point Presentation *Attachment #1***

Board Member McCleary asked Treasurer Fairfax when AIP funds are expected to be received. Treasurer Fairfax responded the funds are expected when the construction is completed. He also stated that AIP funding can shift from one year to the next depending on project schedules.

F. Airport Manager Report (see Power Point Presentation)

- Airport Manager Pomeroy reported on the fly-in event held on July 9-14th. He stated it was one of the busiest events ever with 270 operations on the first day. He extended thanks to Atlantic Aviation, SUN Tower, SUN Operations, Greg Dyer from Jviation, and FAA Salt Lake Center. There was excellent communication and team effort between all involved, which was evident in the end results. There were no air carrier delays the first five days and only a slight delay on Sunday due to the event.
- Airport Manager Pomeroy reflected on the TSA checkpoint issues in the past and reported the new TSA PreCheck system that has been implemented at the airport is working very well and has resulted in decreased wait time at the TSA checkpoint.
- Airport Manager Pomeroy reported the airport entrance sign was installed two weeks ago. He expects solar lighting to be completed later this month.
- Airport Manager Pomeroy reported the need for snow removal equipment (SRE) is imminent and acquisition of a Multi-Tasking Snow Removal Vehicle will be needed in the near future.

VI. AIRPORT STAFF BRIEF

A. Noise Complaints in July

B. Profit & Loss, ATCT Traffic Operations Count and Enplanement Data (See Attachment #5-#7)

C. Airport Commercial Flight Interruptions (unofficial)

D. Review Correspondence

VII. ACTION ITEMS

A. NEW BUSINESS

1. **Statements of Qualifications for 5-year Airport Planning Services – Consideration of Selection ACTION ITEM**

    Airport Manager Pomeroy reported the submittal deadline for Statements of Qualification for the 5-year On-call Airport Planning Services was July 18, 2019. One submittal was received from Mead & Hunt. The submittal was provided to the selection committee members, which includes Board Members Fairfax, Fosbury, and Vice-Chairman Keim.

    Board Member and selection committee member Fosbury commented he was in favor of Mead & Hunt, given their professional staff and their prior successful work completed at SUN.

    Vice-Chairman and selection committee member Keim commented on Mead & Hunt's knowledge of our airport and stated his support of awarding Mead & Hunt

the contract as the 5-year On-Call Airport Planning Service provider.

Board Member and selection committee member Fairfax stated his support of the selection of Mead & Hunt based on their previous success, knowledge of the airport, and the fact that their subcontractors listed on contract have considerable understanding and experience working on projects at FMA and other airports of similar size.

MOTION: Made by Board Member Haemmerle to approve the reselection of Mead & Hunt for the 5-year On-Call Airport Planning Services contract. Seconded by Board Member Fosbury.

PASSED UNANIMOUSLY

B. CONTINUING BUSINESS
    1. None

VIII. DISCUSSION AND UPDATES

A. NEW BUSINESS
    1. Fiscal Year '20 Snow Removal Equipment (SRE) Acquisition – Idaho Falls SRE Bid Piggyback

        Airport Manager Pomeroy reported the ability to piggyback on a recent Idaho Falls regional airport bid for SRE. The equipment is an MTE (multi-tasking equipment), plow and broom. The equipment is fast and efficient, essentially doing the work of two existing machines. Funds would come from expected AIP entitlement funds.

        Board Member Haemmerle asked for clarification on snow removal equipment ordered last year. Airport Manager Pomeroy reported the equipment on order is a broom, and this request is for an MTE. He explained to the Board the FAA requirements on runway surfaces have changed significantly in the last few years; going from a 1/2 inch to an 1/8 inch of snow, which requires new and more productive equipment to meet these standards. Longevity of this new equipment is approximately 10 years according to T-O Engineers. The board approved Airport Manager Pomeroy to continue pursuit of this option.

B. CONTINUING BUSINESS
    1. Construction and Capital Projects
        i. Parking Lot Landscaping

            Airport Manager Pomeroy reported delays on landscaping. He is working with T-O Engineers and final completion of the project is expected in the next two weeks.

    2. Airport Planning Projects
        i. Instrument Approach Development – Presentation by Flight Tech Engineering – Attachment #8

            Presentation by Alec Seybold – Flight Tech Engineering. **See Power Point - Attachment #2**

            Board Member Haemmerle asked for clarification on the safety of the potential new approach procedure. Seybold reported that these types of approach procedures have a higher level of safety as a result of advanced navigation and capabilities of the aircraft.

            Board Member Fairfax asked if an LPV approach for general aviation, similar to what is being created for air carriers is possible. Seybold responded that this was a good idea and something he has researched. He will pursue this with FAA as this new approach is developed.

            Airport Manager Pomeroy reminded the Board that full implementation of the approach is no guarantee that the air carriers will use it. There is a significant cost to the air carriers to upgrade their fleets to be able to fly the approach. There is also an additional annual cost to maintain the approach. Who will pay the annual maintenance costs will have to be determined.

The Board held additional discussion regarding the process and potential implementation.

    ii. Air Traffic Control Tower Replacement – Presentation by William E. Payne and Associates

Presentation by Bill Payne with William E. Payne and Associates.

See Power Point -*Attachment #3*

Board Member Fairfax asked how many other airports are applying for the Remote Tower Program. Payne answered there are four others, however we are a unique applicant given our location, weather, and surrounding landscape.

The Board held additional discussion regarding our remote tower application and FAA mandated tower replacement date.

  3. Miscellaneous

    i. None

IX. PUBLIC COMMENT

John Strauss, Glass Cockpit Aviation, commented that air traffic control is operating in a ground-based building in Salt Lake City Center using radar and controlling FMA airspace. He also stated the LPV (localizer performance with vertical guidance) approach procedure is required training for all pilots. Two other local airports, Jerome and Gooding, both have LPV approaches down to 200 feet due to the lack of mountains. In regard to safety, John Strauss assured the Board that all pilots nationwide train to those standards.

X. EXECUTIVE SESSION – I.C. §74-206 (1)(c), and (1)(f)

Executive Session was not held.

XI. ADJOURNMENT

The August 6, 2019 Regular Meeting of the Friedman Memorial Airport Authority was adjourned at approximately 7:28 p.m.

Angerie 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.*

Treasurer's Report

Financial Summary
as of 6/30/2019

Combined

Actual

Income		Budget
		$ 9,680,734.92
Income as of June 30	$ 3,717,244.39	
Projected Income thru Sept. 30	$ 4,549,937.90	
Total Income	$ 8,267,182.29	

Expenses		
		$ 10,374,670.70
Expenses as of June 30	$ 4,291,461.23	
Projected Expenses thru Sept. 30	$ 3,768,986.83	
Total Expenses	$ 8,060,448.06	

Net Income/Loss (Combined)	$ 209,152.23	Net Income/Loss	-$693,675.78

Operational

Actual

Income		Budget
		$ 2,654,549.95
Income as of June 30	$ 2,528,350.89	
Projected Income thru Sept. 30	$ 1,439,265.05	
Total Income	$ 3,967,615.94	

Expenses		
		$ 2,696,672.35
Expenses as of June 30	$ 2,715,014.54	
Projected Expenses thru Sept. 30	$ 1,091,115.40	
Total Expenses	$ 3,806,129.94	

Net Income/Loss (Combined)	$ 161,486.00	Net Income/Loss	-$42,122.40

Projections

Cash/Accrual Summary as of 9/30/2018	$ 2,819,981.76
Projected FY '19 Net Income/Loss	$ 209,152.23
Anticipated Cash & Accrual as of 9/30/19	$ 3,029,133.99

SUN Instrument Flight Procedure Assessment

Friedman Memorial Airport

August 6th, 2019

Reason for the Study:

How can Airport Flight Ops Access be improved during periods of inclement Weather?

What are these events?

- Low Clouds
- Low Visibility
- Precipitation (Rain / Snow)
- Smoke / Haze

Goals of the Feasibility Study

- Develop a new Performance Based Navigation (PBN) solution that's compatible with today's airline jet fleet operating at Hailey.

- Based on historical weather data, ensure the solution significantly reduces unnecessary diversions.

- Improve the passenger flying experience for the general public when utilizing the Friedman Memorial Airport.
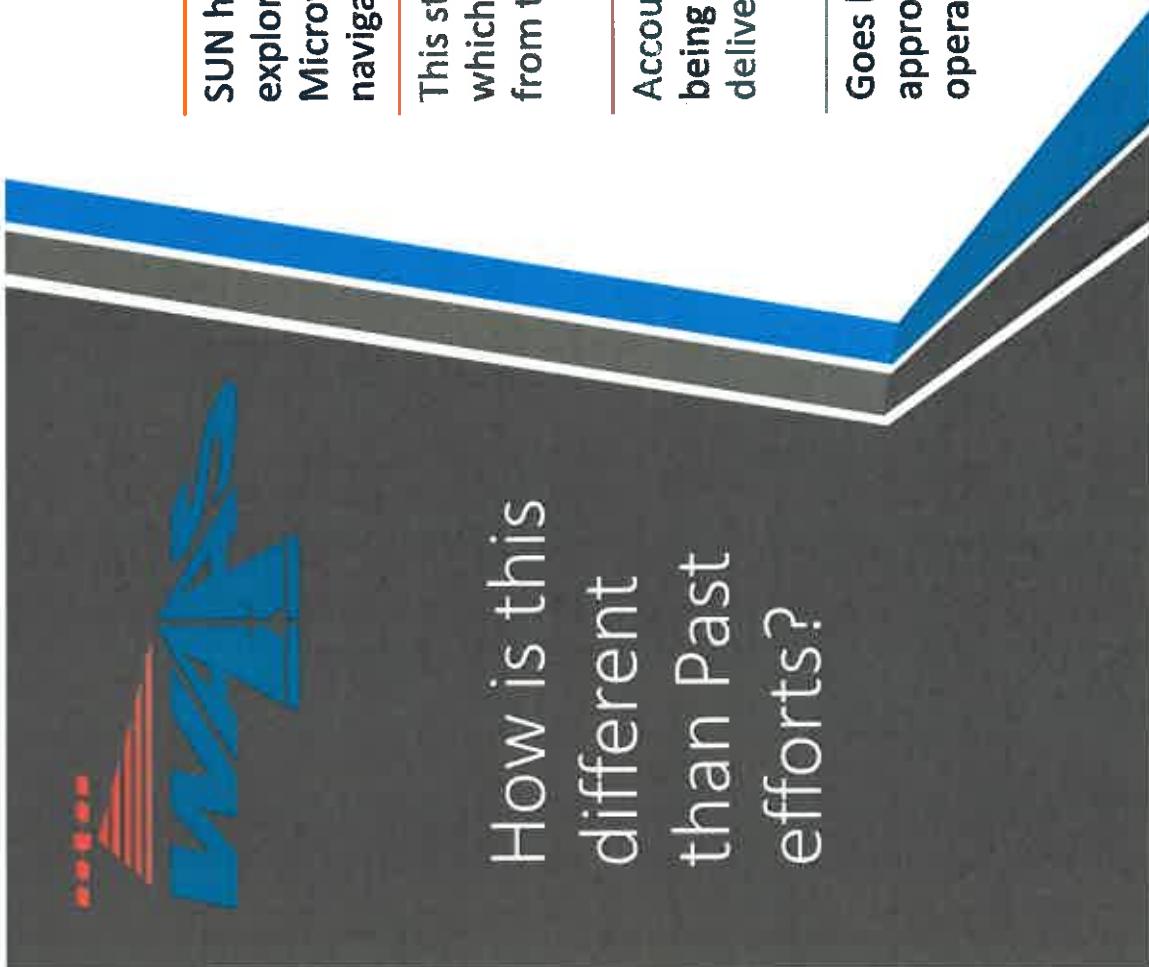
How is this different than Past efforts?

SUN has performed considerable research in the past to explore and even implement solutions consisting of Microwave, Transponder, and traditional ILS based navigational aids.

This study focused on advanced satellite-based technology, which is becoming more prevalent as the FAA moves away from traditional ground-based navigation infrastructure.

Accounts for the latest navigation system technology that is being installed on regional jet aircraft that are being delivered from the factory today.

Goes beyond just a report, instead delivering a validated approach concept that can be implemented by future aircraft operators.

Before we begin: Acronyms

- **IAP:** Instrument Approach Procedure – Guides aircraft safely from the enroute environment to ground for landing.

- **WAAS:** Wide Area Augmentation System augments the Global Positioning System (GPS), with the goal of improving its accuracy, integrity, and availability.

- **Minimums:** The cloud ceiling and visibility value which pilots can descend to on a approach before initiating a missed approach if they do not have the required visual references to continue descending and land on the runway.

- **PBN:** Performance Based Navigation (PBN). PBN is the basis for defining system performance requirements for navigation equipment and installation specifications.

- **RNAV:** Area Navigation (RNAV) enables aircraft to fly on any desired flight path rather than being constrained to an airway or ground based navaid.

- **RNP:** Required Navigation Performance is similar to Area Navigation (RNAV); but, RNP requires on-board navigation performance monitoring and alerting capability to ensure that the aircraft stays within a specific containment area.
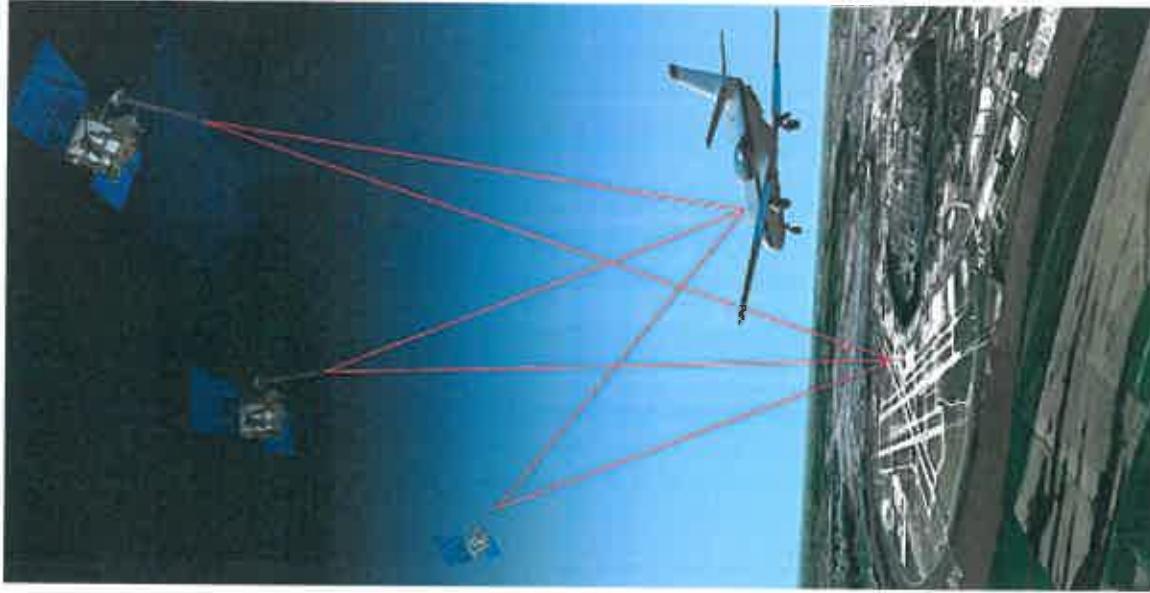
Approach Concepts Considered

- Based on stakeholder outreach, two different approach types were initially studied.

- The first is a specialization of Area Navigation (RNAV) called **RNP**. There are two levels of RNP called basic and low (such as what Horizon uses).

- The RNP level air carriers use depends on equipage, certification, and training.

- Both levels of RNP were initially examined.

- Second, an Area Navigation (RNAV) approach using **WAAS GPS** guidance to provide precise horizontal and vertical path guidance was also studied.

- This specialization provides ILS style guidance but uses the satellite equivalent called **LPV** (Localizer Performance w/ Vertical Guidance.
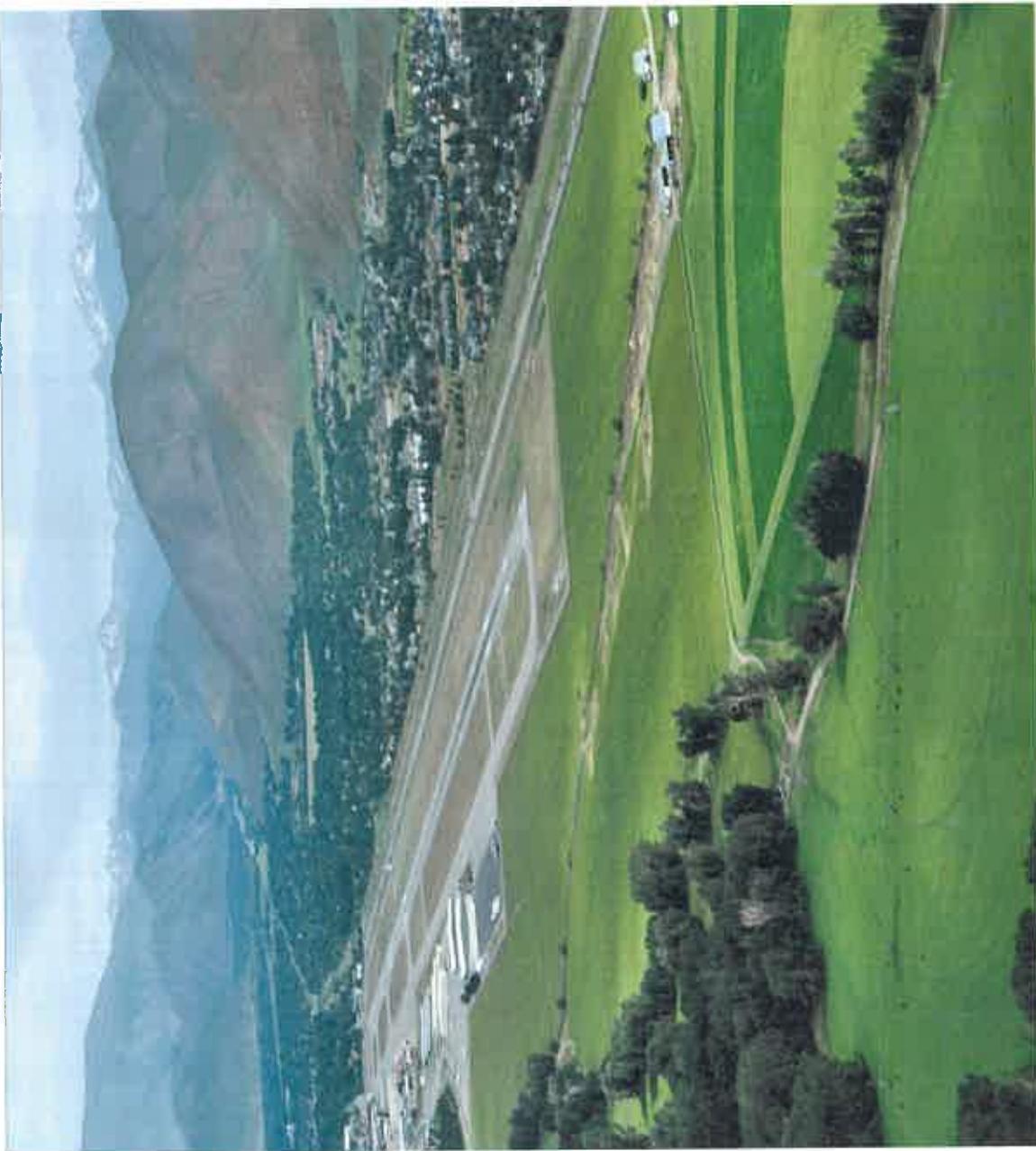
Basic RNP

- Commonly referred to as RNP .30.

- The .30 nm half width of the standard RNP Final segment picks up terrain in areas parallel to the runway. This raises cloud minimums above 1200'

- The missed approach uses a standard RNP 1.0 segment which drives excessive climb gradients due to rising terrain near the runway environment.

- The Climb Gradient can be mitigated by raising the cloud minimums to above 1,600' AMSL, but this provides no benefit over existing public procedures.

Missed Approach RNP 1.0

FAS Obstacle: Terrain – 5,906'

RNP 0.30 FAS
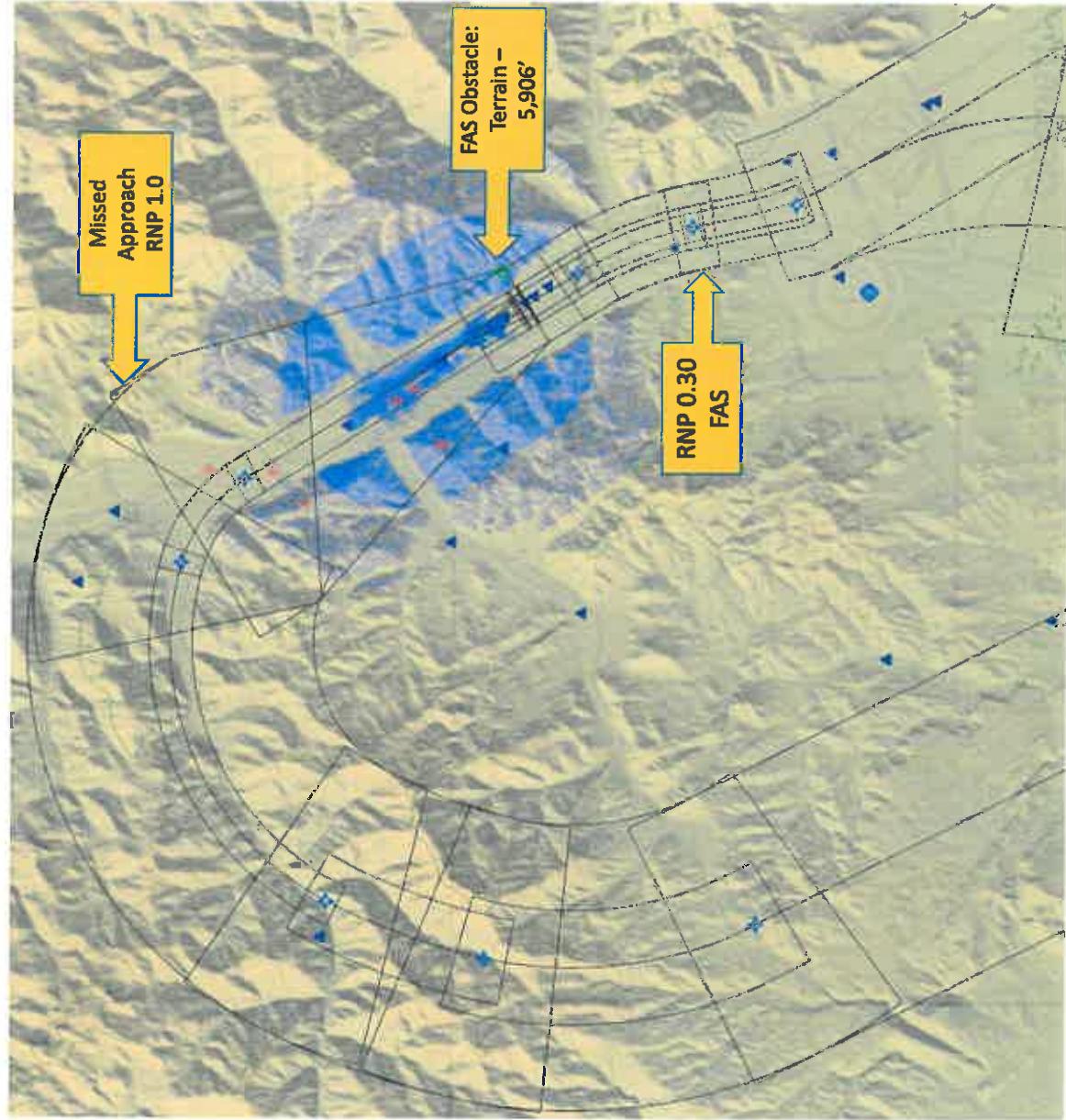
Low RNP

- When standard RNP design prevents the desired minimums from being achieved, an advanced level of RNP can be utilized commonly referred to as 'Low RNP'.

- Low RNP levels are between 0.10 and 0.30 in the final approach segment and uses a telescoping missed approach segment that begins at RNP values below 1.0.

- These smaller obstacle accountability areas help avoid high terrain.

- The tradeoff though is that its harder for operators (GA & airline) to obtain FAA approval to fly Low RNP procedures without significant investment in avionics, aircraft certifications, and crew training.
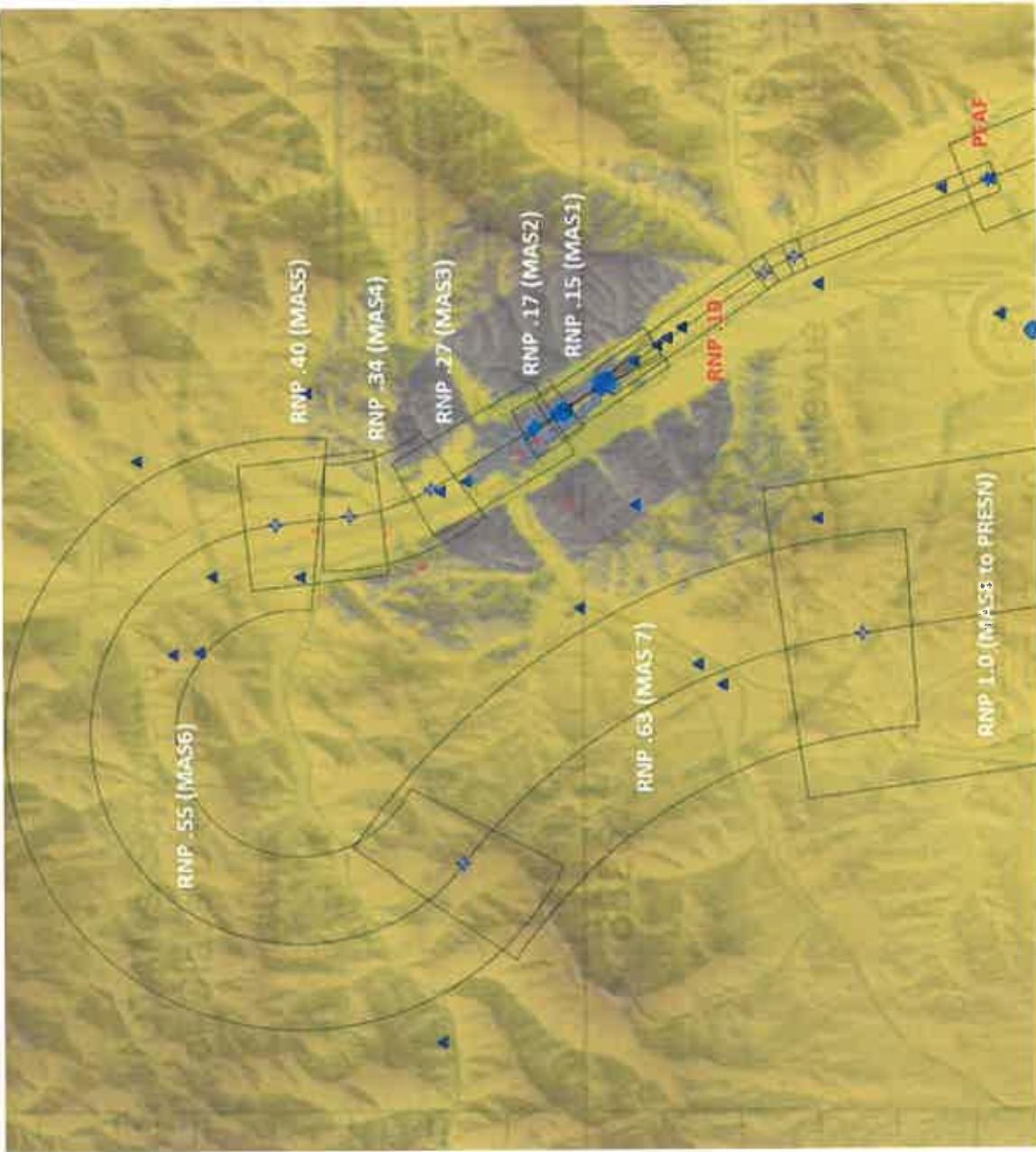
Low RNP Minimums

- Approach Minimums of **286 ft** above the runway (5,575' AMSL) and 7/8 statute mile visibility are possible for a Low RNP approach.
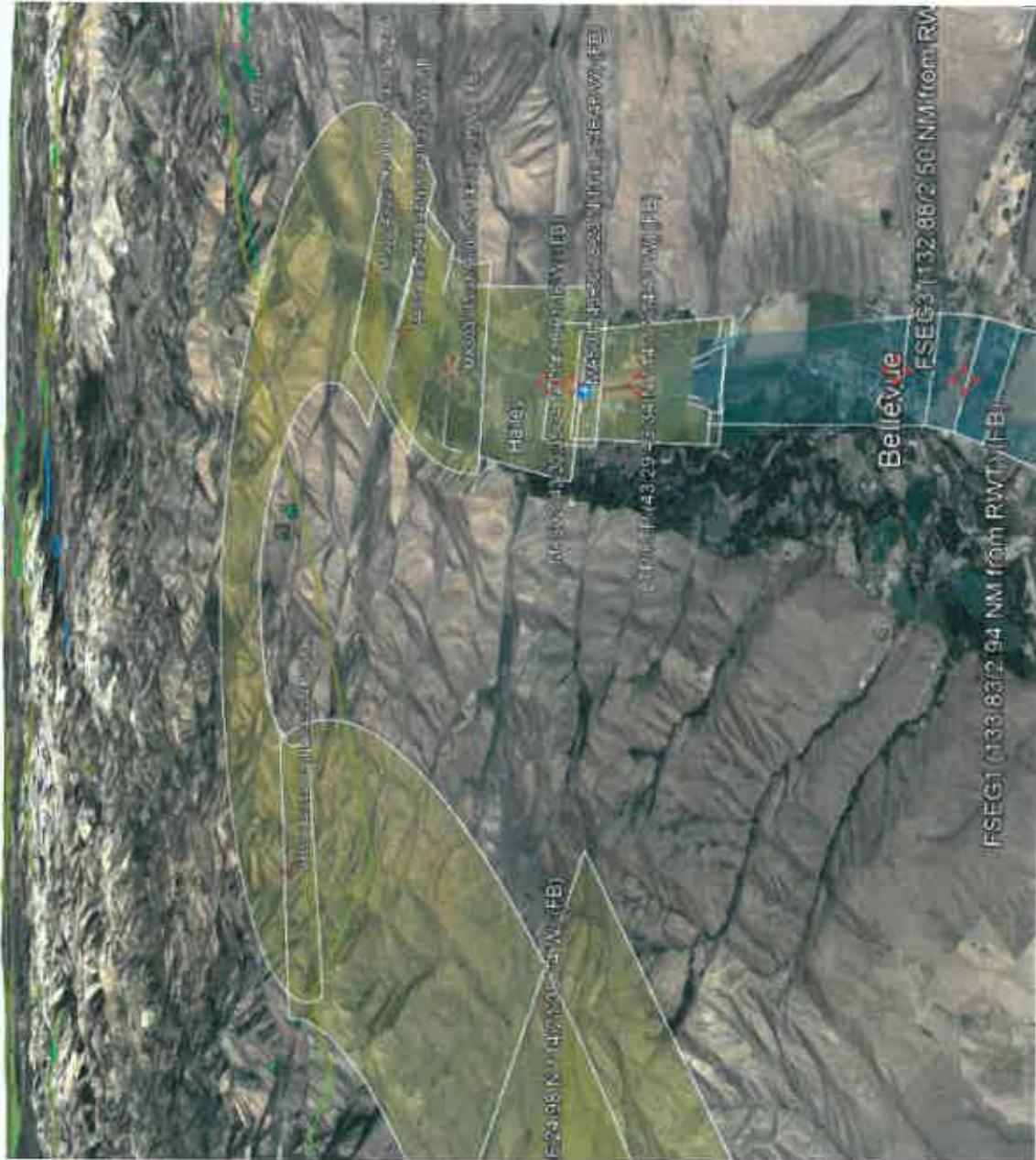
Option #2:
RNAV (GPS) - Localizer Performance with Vertical Guidance (LPV)

The second option studied was the development of a RNAV (GPS) Approach with an LPV line of minima. These wider surfaces are depicted in the image.

Highlights:

- This satellite-based approach utilizes WAAS Augmentation.

- Provides a Constant Descent Vertically Guided Approach

- Is similar to an ILS but without need for ground based navaids.

- Utilizes a Standard RNAV missed approach.

- Preferred by General Aviation and Business Jet Operators due to equipment compatibility.
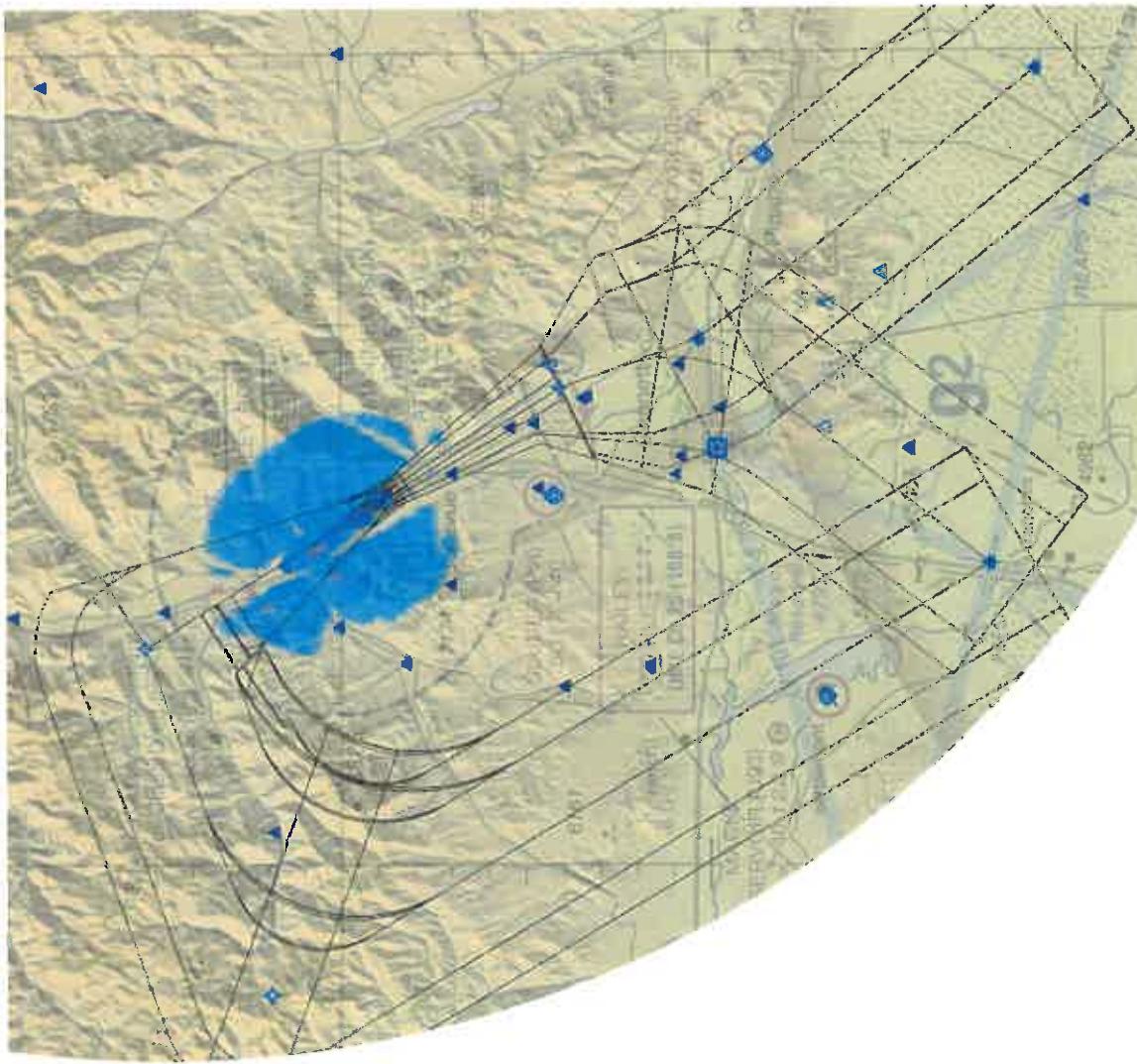
Option #2 Continued

Vertically Guided Final Approach Segment

LPV Missed Approach Path
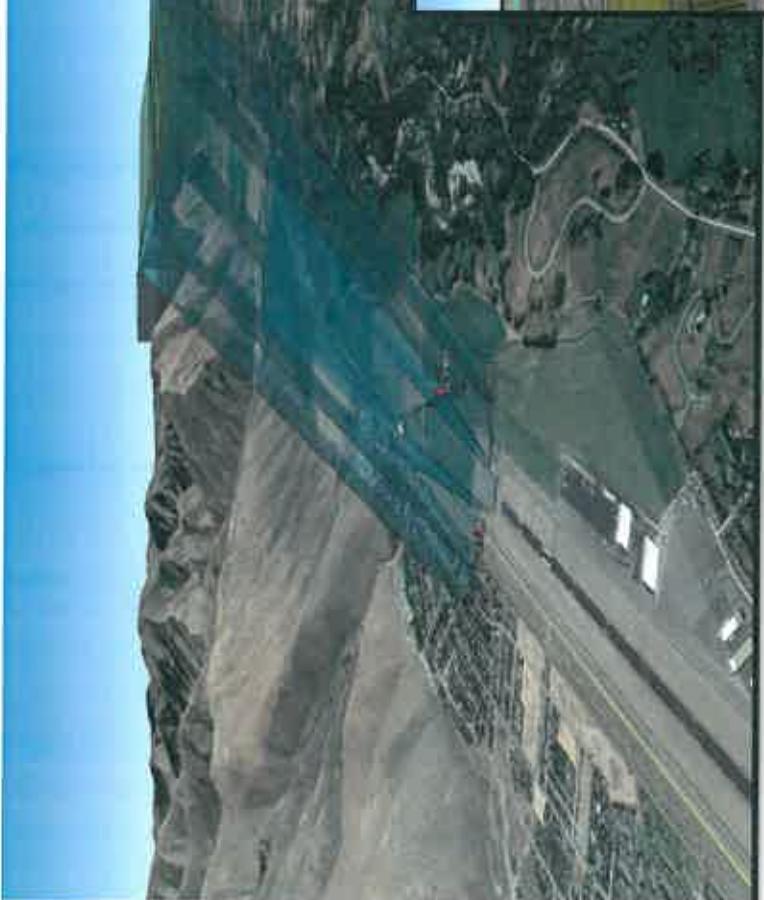
Standard LPV Approach Assessment

- A couple issues were noted upon completion of the initial build and assessment.
- The Final Approach segment crossed a mountainous peak named Lookout Mountain
- This required an excessive descent gradient (above 4.0 degrees) or an offset in excess of 3.0 degrees in order to clear terrain.
- These necessary adjustments would cause the procedure design to fall outside of standard criteria and be unusable by airline jet fleets.

Terrain 6,958'
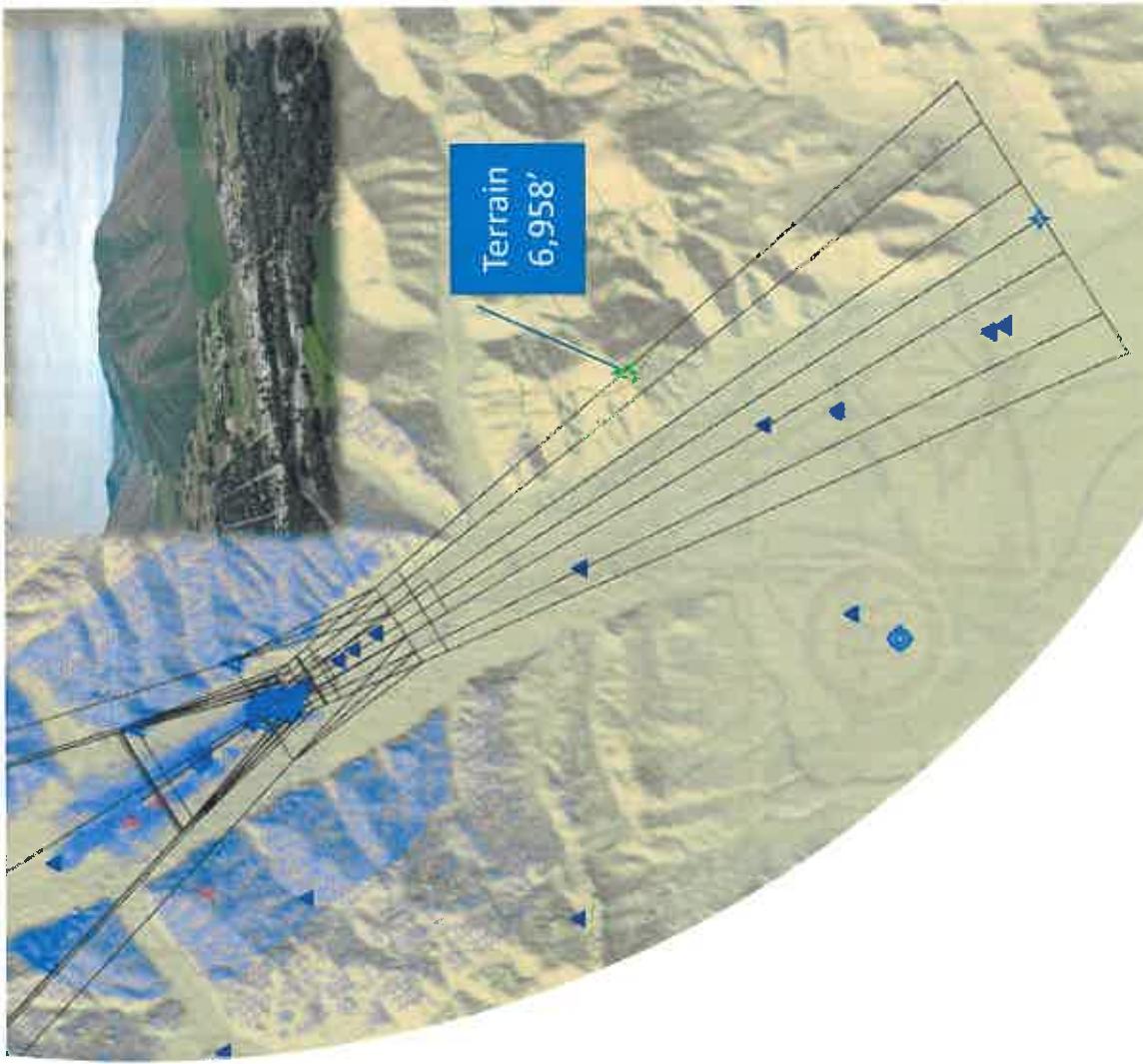
Next.... Hybrid Assessment

- As a result of the obstacle issues at Lookout Mountain, it was determined that a standard RNAV (GPS) procedure with an LPV line of minima is not possible at SUN without excessive deviations.

- Research then began on an alternative approach utilizing basic RNP initial segments that connect to a LPV final.

- The FAA has recently published design rules allowing for this new hybrid approach concept.

Option #3: Hybrid Standard RNP to LPV Final

- Utilizes an RNP Initial (1.0) and Intermediate (0.3) segment to connect to a RNAV final segment with LPV line of minima.

- Initial & Intermediate segments avoid terrain features.

- Allows for a optimized alignment of the final approach course.

- Allows for reduced Vertical Descent Angle of 3.50 degrees.

- Does not require certification for Low RNP (i.e. below 0.3)

- Provides cloud ceiling minimums of 343 ft above the runway an 1 mile visibility.

Simulator Evaluation

- From the assessment, one approach concept was then chosen for Simulator testing to validate the procedure in the aircraft that will actually be flying the approach.

- Based on feedback from the lead air carrier, the Hybrid LPV procedure was chosen to test.

- The first evaluation was performed in the FMS Laboratory at Honeywell Aerospace in Phoenix.

- The second evaluation was completed in the full motion Embraer 170/175 simulator at Flight Safety International in Denver, CO.

- Both simulator evaluations proved successful and the feedback from the pilots was encouraging.

Reliability Improvements from a new Approach

Table 2 – Percent Minima Met and Improvement from 1600' and 3 Miles

APPROACH	ANNUAL		NOV. - MAR.	
Ceiling and Visibility	Minima Met	Improvement	Minima Met	Improvement
1600-3	94.2%	-	87.7%	-
900-2.5	95.9%	29.6%	91.2%	28.1%
900-2	96.4%	38.1%	92.2%	36.2%
900-1	97.0%	48.0%	93.4%	46.5%
700-1	97.8%	62.0%	95.1%	60.3%
500-1	98.4%	71.7%	96.4%	70.5%
400-1	98.5%	75.0%	96.8%	74.1%
300-1	98.8%	79.3%	97.4%	78.4%

Source: T-O Engineers and SUN AWOS data

A weather study previously performed by T-O Engineers identified how improved approach minimums benefited Airport Access.

An approach with ceiling and visibility values between 300-400 ft and 1 mile visibility would result in an improvement of 78% over the existing public approach.


Figure 3 – Hourly Minima Trend on Percent Met Basis for 1600-3 and 300-1

Source: T-O Engineers and SUN AWOS data

Implementation Tasks

✓ Finalize RNP to LPV design concept

✓ Formally introduce design package to the FAA Western Region office in SEA (with airport manager)

✓ Meet with SLC Air Route Traffic Control Center to perform airspace coordination and receive approval.

✓ Develop encoding and charting data.

✓ Perform simulator evaluation with lead air carrier and FAA.

✓ Perform Flight Validation & Airborne Obstacle Assessment with E-175

✓ Submit approach to FAA Procedure Review Board

✓ Aircraft Operator Onboarding of Special Procedure w/ FAA
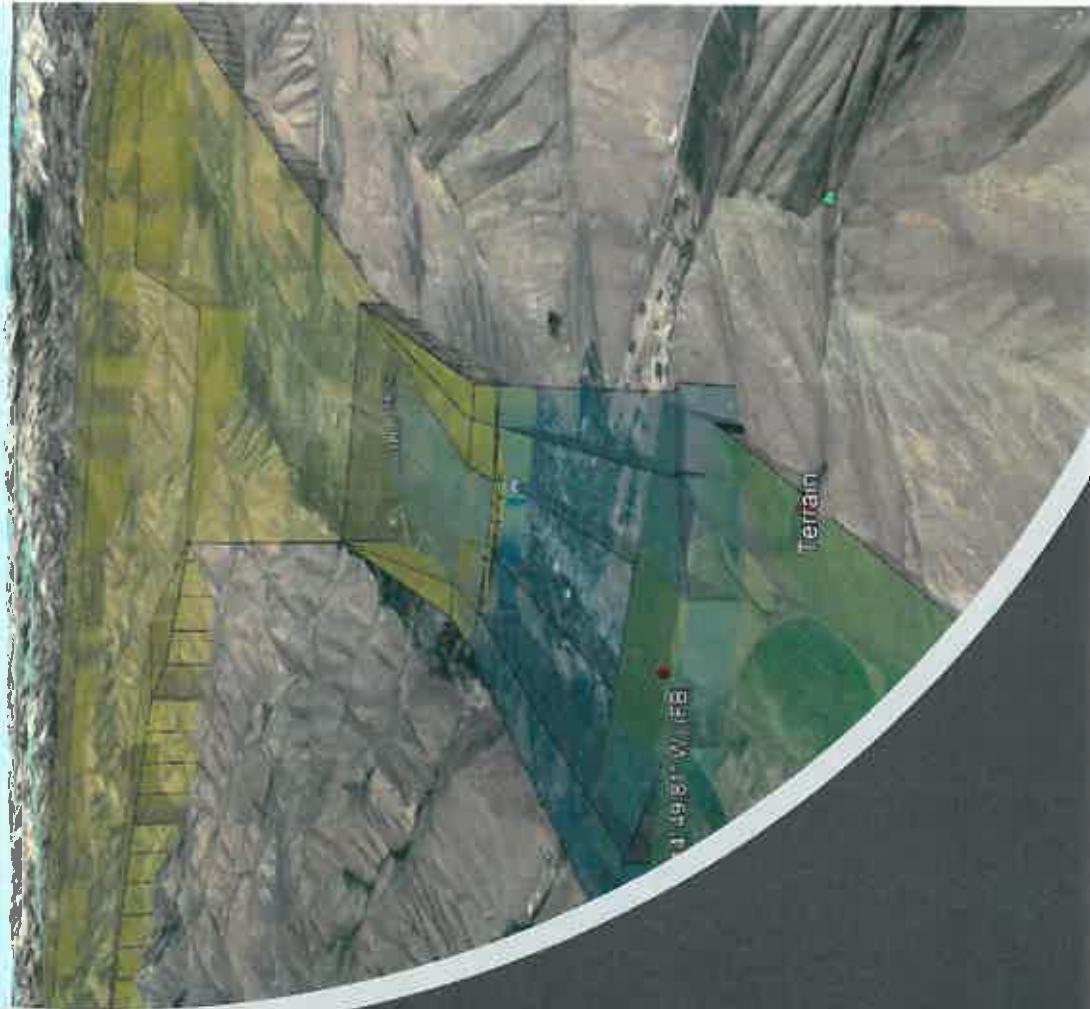
# Timelines & Cost of developing a special approach

✓ **7-10 month Timeline**– Which is variable due to FAA review process, government funding lapses, and lead aircraft navigation upgrades, etc.

Since the initial feasibility assessment has already been completed, the overall cost has been reduced.

From concept to implementation: $49,719

What factors in to the cost:

-A total of three people specializing in Approach design, Charting & FMS encoding, Quality Assurance, Flight Validation, and travel.
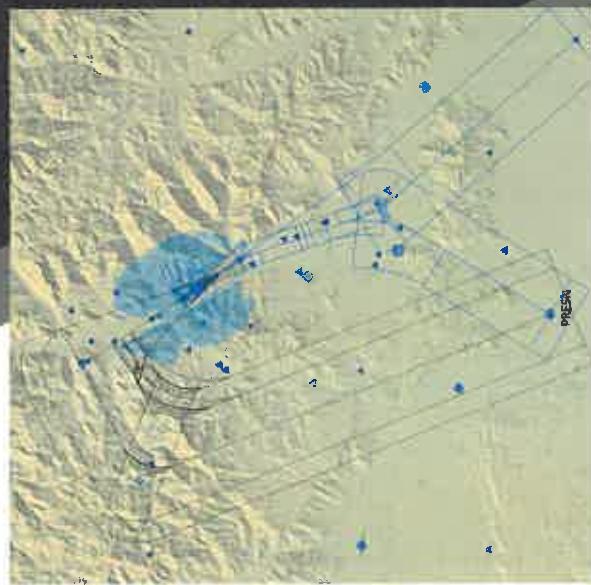
End of Presentation

FOR MORE EXAMPLES OR SPECIFIC QUESTIONS ABOUT A PREVIOUS OR ONGOING PROJECT, PLEASE CONTACT ALEC SEYBOLD (PRINCIPAL) AT FLIGHT TECH ENGINEERING.

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E-MAIL: IFP@FLIGHT-TECH.AERO

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Friedman Memorial Airport Authority Board
Airport Traffic Control Discussion

FRIEDMAN MEMORIAL AIRPORT
SUN
HAILEY, IDAHO ✈ iFLYSUN.COM

August 6, 2019

Traditional ATCT – Remote Tower Comparison

Legacy ATCT

A multistory, single use facility designed to provide air traffic controllers with an unobstructed view of the airport movement area and local airspace.

Advantages:
- Widely used throughout the NAS;
- Certified to provide Class D Airspace air traffic control;
- Straightforward development siting, design and construction.

Disadvantages:
- Requires 3-5 years to site, design and construct;
- Fixed structure not readily adaptable to accommodate airport growth;
- Not easily repurposed at the end of useful live;
- High capital and O&M cost.

Remote Tower

A non-traditional facility providing air traffic controllers a comprehensive view of the airport surface and local airspace by employing variety of sensors, visual, track-based, IR, etc.

Advantages:
- System is readily scalable and expandable to accommodate airport growth;
- Provides controllers with enhanced situational awareness through visual target designation, tagging and tracking based on sensor inputs (radar, ADS-B, visual, IR, etc.);
- Digital video technologies, such as stitching and digital zooming, coupled with tracking pan-tilt-zoom cameras provide the controller with powerful tools that substantially improve the out-of-the-window view over a traditional ATCT;
- Less environmental impact than construction of a legacy ATCT
- Lower capital and O&M costs.

Disadvantages:
- Video display cannot exactly reproduce the out-of-the-window view from a legacy ATCT;
- Currently there is no certified remote tower system in the NAS;
- Will require 1 year to construct facility, install infrastructure and 2-3 years to certify the system.

Status of Remote Towers in the United States

- **FAA Focus:**

1. Remote Tower Pilot Program – Identify and select airport(s) to participate in the Remote Tower Pilot Program as required in the 2018 FAA Reauthorization ACT;

2. Establish Certification Process - Validate the process, moving forward, to be used to certify remote towers, based on lessons learned from existing efforts.

- **2018 FAA Reauthorization Bill:**

1. Federal Contract Tower (FCT) - Remote Towers eligible for inclusion in the FCT Program;

2. AIP Funding – Remote Towers AIP eligible after certification.

- **Current FAA Remote Tower Projects in United States:**

1. Northern Colorado Regional Airport (FNL) – Loveland - Ft. Collins Colorado:
   a. Undergoing passing operational testing;
   b. System optimization and factory acceptance testing.

2. Leesburg Executive Airport (JYO) - Leesburg, Virginia:
   a. In operational/certification testing;
   b. Undergoing an FAA safety analysis in advance of certification.

Remote Towers Under Evaluation in the NAS

NORTHERN COLORADO REGIONAL AIRPORT (FNL)
Loveland, Colorado

Airport Data:
- General Aviation - Two Runways
- Annual Operations - 94,900+

Remote Tower System Status:
- System Optimization and Initial Functional Testing
- Certification expected – 2020

System Configuration:
- Distributed Camera Array - stitched video display
- Track-based (radar) display
- Radar tracking and tagging on video displays

LEESBURG EXECUTIVE AIRPORT (JYO)
Leesburg, Virginia

Airport Data:
- General Aviation - Single Runway
- Annual Operations – 106,580+

Remote Tower System Status:
- Operational Testing
- Certification expected– 2020

System Configuration:
- Single 360° Camera Array
- Utilizes Video Tracking

Activities To Date

- **Board expressed desire to pursue a remote tower solution**

- **Congressional and State Action** – Idaho Congressional Delegation and State Aeronautics sent letters to the FAA Administrator expressing support for the Board's remote tower position.

- **Coordination and Meetings with FAA**
  - Brief FAA executives on mandate to relocate existing ATCT 2023;
  - Discuss options to meet the FAA mandated requirement to relocate the ATCT;
  - Obtain agreement to relax 2023 mandated deadline based on positive forward movement;
  - Pursue agency support for the Friedman Memorial Airport to be included in the Remote Tower Pilot Program;
  - Meetings - FAA Lines of Business:
    - COO Air Traffic Organization;
    - Associate Administrator for Airports;
    - Vice President Program Management Office;
    - Director NextGen Remote Tower Programs;
    - Director Air Traffic Policy and Implementation;
    - Manager Federal Contract Tower Program Office;
    - Manager Surveillance Broadcast Services (SBS) Program Office.

Remote Tower Vendor Meetings and Demonstrations:

- Searidge Technologies — Ottawa, Canada
  - United States Projects:
    - Northern Colorado Regional Airport — Loveland, Colorado
  - Outside US: Hungary, Singapore, Hong Kong

- Saab Sensis — Syracuse, New York
  - United States Projects:
    - Leesburg Executive Airport — Leesburg, Virginia
  - Outside US: Sweden, UK

- Raytheon-Frequentis — Columbia, Maryland
  - United States Projects:
    - US Military Evaluation - Air Force, Navy and Marines
  - Outside US: Germany, Austria, New Zealand

- Kongsberg — Alexandra, Virginia
  - United States Projects — None
  - Outside US : Norway

Remote Tower Funding Options

A. **Remote Tower Pilot Program - 2018 FAA Reauthorization Bill:**

   Selection Criteria

   1. 1 - Non-hub airport;
   2. 3 - Non-primary airports without an existing ATCT;
   3. 1 - Airport with an existing ATCT in the Federal Contract Tower Program;
   4. 1 - Airport at the discretion of the Administrator.

B. **AIP - 2018 FAA Reauthorization Act:**

   1. Implementation of a remote tower in the Pilot Program is AIP eligible;
   2. Remote Tower Program airport is eligible for FCT Program.

C. **Service Provider Model:**

   1. Vendor funds cost of Remote Tower System implementation;
   2. Cost of system implementation could be amortized over a selected contract period (10, 15, 20 years, etc.)
   3. FAA is responsible for certification of the system;
   4. An airport should be able to demonstrate a positive business case before embarking on this path.

Path Forward

- Continue to work with the FAA to ensure Hailey is selected as one of the Remote Tower Pilot Program airports;

- Work with the Idaho Congressional Delegation to develop a strategy to support Hailey's inclusion in the Remote Tower Pilot Program by:
  - Meeting with the FAA;
  - Direct request to the Secretary of Transportation.

- Get support from the National Air Traffic Controllers Association (NATCA) for Hailey's inclusion in the Remote Tower Pilot Program;

- Coordinate with the Airports District Office (ADO) on relaxation of the 2023 mandate and support of the remote tower solution;

- Engage with remote tower vendors to get possible political support and alternative funding options for a remote tower.