

COMMISSIONERS APPROVAL

IMAN 

CHILCOTT 

FOSS 

KANENWISHER 

STOLTZ 

PLETTENBERG (Clerk & Recorder)

Members Present.....Commissioner J.R. Iman, Commissioner Suzy Foss, Commissioner Matt Kanenwisher and Commissioner Ron Stoltz

Date.....May 5, 2011

▶ Minutes: Beth Perkins

▶ The Board met for a budget hearing for the Maintenance Department at 9:00 a.m.

▶ The Board met for a budget hearing for Economic Development at 9:30 a.m.

▶ The Board met for a budget hearing for the I.T. Department at 10:30 a.m.

▶ Minutes: Glenda Wiles

▶ The Board met at 11:10 a.m. for a public meeting in order to discuss and take action on the FAA's draft of the FONSI/ROD (Findings of No Significant Interest and Record of Decision) and for discussion and possible decision on rescinding Resolution No. 2610 with possible decision on picking other alternatives. Present at this meeting was County Attorney William Fulbright, Airport Members and numerous members of the public.

Commissioner Iman called the meeting to order, asking Glenda for the posting date of FONSI/ROD. Glenda indicated the legal notice had been advertised in the paper of record, the Bitterroot Star on April 6 and April 13, 2011. Commissioner Iman noted this meeting is to discuss the FAA's draft FONSI/ROD, noting this actual FONSI/ROD is not accepted or rejected by the Commissioners at this time. Commission Resolution No. 2610 passed on November 17th, 2010, which adopted the final Environmental Assessment indentifying the preferred alternative as Alternative 2A. This Resolution was then forwarded to the FAA. Commissioner Iman stated the comments made today will be a matter of public record and will be reviewed by the FAA.

Citizen Chuck Rubik called for a point of order asking if there is any conflict of interest within the Commissioners. Commissioner Iman thanked Mr. Rubik and asked Commissioners same. None were noted. Commissioner Iman asked Glenda when the FONSI/ROD was provided to the Commissioner's Office. Glenda indicated she received the draft FONSI/ROD by email on or around March 22, 2011. She then prepared the legal notice and the FONSI/ROD was posted on the county web site for citizen review. Commissioner Iman noted this meeting is the result of the November 17th, 2010, action by the Commissioners.

Glenda asked the Board if they would like the minutes to reflect the narrative of public and Commissioner discussion. The Board indicated they would.

Commissioner Iman noted the first portion of this meeting will be to comment on the FONSI/ROD.

No comment by the Commissioners was made at this time.

Public Comment was then taken as follows:

Phyllis Bookbinder stated at the bottom of page 12 it addresses the decision and order. She noted if the Commissioners do not approve of this agency action it will prevent Ravalli County from proceeding with federally supported development in a timely manner.

Maggie Wright indicated it appears from the FONSI/ROD that Alternative 2a is the decision of choice. She asked if the county would be risking 12 million dollars in guaranteed funding for an unknown alternative with unknown costs to the tax payers if we need new Environmental Assessment or Impact Statement. She noted in order to achieve this FONSI, it took almost eight years. She noted that last week Commissioner Foss had commented that Alternative 2A does not allow the county to grow economically. She asked how other alternatives impact the economy in Ravalli County. Commissioner Foss indicated she would answer that question later.

Maggie responded that she is confused about this because Commissioner Chilcott had told us in the previous meetings that when we ask a question we should receive an answer. Commissioner Kanenwisher stated she can expect an answer but it is the Commissioners purview to answer right then or at a later time during board discussion.

Pam Erickson stated since the last meeting and last time the calendar was posted in the news paper, the agenda had changed from "Public Meeting to discuss and take action on the FAA's draft FONSI/ROD" to adding "Discussion and possible decision on rescinding Resolution No. 2610 with possible decision on picking other alternatives". She stated while the additional agenda might have been posted within the 48 hours required notice, most people would not have checked again to see if the calendar had changed. Glenda noted the first portion of the agenda was the result of the legal notice and was posted a few weeks in advance of May 5th. That calendar was sent to the papers on the previous

Thursday and Friday. It was the first part of the week that the additional discussion was placed on the calendar at the request of Commissioner Stoltz. Office staff immediately notified the newspapers as well as posted the changes on the web and on the Commission calendar in the hall way. Pam stated she appreciates that but to have something so significant changed is hard for the public to know what is happening and to make a plan for their attendance and comment.

Lee Tickle stated he has requested certain pieces of information under Freedom of Information Act from the Commissioners in regard to this issue and he has not received this information yet. Therefore he does not want any decision today until he receives that information. Lee expressed the following concerns: 1) Doing away with Resolution No. 1244 without a written county attorney written opinion is bad business because taking away the right to vote (on airport expansion) warrants that written opinion, and 2) Until he reviewed the FONSI/ROD he was under the opinion that the airport would end up with a runway at 5,200' if Alternative 2A was not adopted, which now he is learning is not true. His concern is that the county will need a separate environmental evaluation or impact statement which will be at best another one year out. The possibility of spending a million dollars at tax payers' expense also causes him concern. Le stated the Commissioners can either adopt Alternative 2A or wait and end up spending our money.

Bill LaCriox stated he was protesting this public meeting and submitted written comments. Commissioner Stoltz stated "if we do nothing and FAA shuts it down we will have to buy it back from the FAA and we won't have an airport". Bill stated that is not going to happen as the pilots determine the safety of landing and take offs. Commissioner Iman stated 5,200' has been the standard for the last 30 years. Bill stated the FAA is not going to let the county build an unsafe airport and Alternative 2A meets those safety requirements. Bill felt the Commissioners (comments) are fear mongering and their recent decision making process has become the norm.

Pam Erickson noted the Commissioners liken the runway to the Highway 93 construction, and if that is the case then it is a given that the airport will have more traffic with the longer runway. She stated it is important that the citizens know what the longer runway means to them. Pam also noted there are serious air inversions in this narrow valley and fuel exhaust will have an impact. The FAA does not have a pollution study so we don't know where we are headed. She felt they need better facts that show the airport will not have more and bigger planes. She has seen no such report or reports.

Leland Blatter commented about the 'fear mongering' and agreed that comes from talk about more jets and more pollution as well as commercial jet traffic. He stated those things are not true and we do have hard data about the jet traffic. In May and June of last year, the air traffic at this airport resulted in 62 turbo powered jets, of which 10 decided to land at another airport. Out of the 52 jets that did land, only 12 of those had to reduce their fuel load. For the planes that do not land here, they take their business to other communities.

Amy Sage of Victor stated if we lengthen the runway and allow the turbo jets, we are increasing our jet traffic and other air traffic which will have heavier fuel loads. Then that does not increase safety for anyone on ground.

Greg Brandon lives to the south of the runway. He has talked to many of his neighbors about this issue. He indicated he is not sure about this discussion and asked if the Commissioners are considering changing the alternative. He stated many people, including his neighbors sighed relief when the Commissioners picked Alternative 2A and with this discussion it is up in the air again. Last week the Commissioners took away the citizens right to vote and that has not set well with many residents because now we have no say in our safety. A public meeting like this is not an appropriate way to make these decisions; rather the vote of the people is the appropriate manner. The previous Commissioners made an error on the zoning issue, thinking they had a mandate, and if the current Commissioners change the alternative they too will be making a mistake. Greg stated he is concerned because Commissioner Foss stated in January that Alternative 2A would not fly because the landowner would not sell. Greg noted if that one person and a few others are being considered when an alternative is chosen the Commissioners are putting them ahead of many citizens. Taking away Alternative 2A is against our will. Alternative 2A does give a new runway plus it allows for the lengthening and saves the tax payers money.

Joe Gratizano stated he was here last year and at the last meeting a week ago. He asked at the meeting last week if the County Attorney had approved the new resolution that rescinded Resolution No. 1244 and he was told no. He stated the Commissioners have the right to change the resolutions and remove the citizen's right to vote. He disagrees that Alternative 2A is the least cost alternative, and he strongly suggests Alternative 3A. It is insane to close the airport for that period of time if they keep Alternative 2A. He stated if this Board of Commissioners overrides the previous Commission action of choosing Alternative 2A, it is unknown if we will need a new Environmental Assessment as the FONSI does not address that.

John Meakin of Stevensville said a FAA representative spoke with a Montana Representative and said if the county did not make a decision they will table this and sit on it. He also noted the 30 day deadline was due by yesterday. If the FAA denies the process the Commissioners have ended up putting the people in jeopardy. The issue is the separation not the length. The FAA will not patch and then replace the runway later. They are ready to do it now with federal dollars. The runway needs repairs now. Alternative 2A does allow a 1,000' runway lengthening subject to the vote of the people. The longer runway of Alternative 3A should require a vote also. This is not expansion, just replacement of the runway. This will not be a quick fix. He asked this is not fast enough then what is your plan versus what is ready now?

Ren Cleveland asked if you lengthen the runway do you need to purchase any property. He stated the short answer to that is yes and the same person you would be buying the land from is asking for a major subdivision.

Doug McLaren stated the quick fix is not the best fix. The county and citizens have been addressing this issue for 40 years. He stated from a fiscal standpoint Alternative 3A is cheaper than Alternative 2A and Commissioner Chilcott picked that alternative to death about it being cheaper. The engineer stated he did not know how much the land would cost. The FONSI was prepared to support Alternative 2A; however he recommends the Commissioners consider Alternative 3A as it is the better way to go.

Commissioner Kanenwisher made a point of order stating the first portion of the meeting was to address the FONSI, yet we have not talked about FONSI/ROD, so let's go to the next portion of the agenda.

Pam Erickson stated Alternative 2A costs are delineated so we know the costs. If Commissioners do something different, will not know what the costs are; they are wide open. She asked if the FAA will agree to another Environmental Assessment or will the taxpayers pay for that?

Lee Tickell stated one of his requests was whether a new Environmental Assessment or Impact Statement would be required. He stated that should be given to the county in writing from the FAA. He also noted the 30 day response time ran out yesterday.

Public comment was then closed on FONSI/ROD.

Board discussion then took place.

Commissioner Kanenwisher addressed a resolution prepared by him which is a resolution to rescind Resolution No. 2610 (Resolution No. 2677). He stated this new resolution would ask the FAA to take no further action on this FONSI. There are a lot of questions on this issue and since they are questions, they are not an argument for 'their' (certain) positions. He does not know what the FAA will require. The problem is, is that is how this process works, the FAA does not always give you a number of 'bottom lines'. Instead, we make a proposal then the FAA makes a determination. In regard to the potential costs, Alternative 2A takes a business out of business for 45 days which puts those businesses at risk. He asked why the Commissioners would complete a process that puts someone out of business. Utilizing another alternative does not require the biggest asset at the airport to be torn up. He stated he likes Alternative 3A as it moves the traffic pattern away from most of the houses and population. That is one fact he knows and that does make it safer. The distance between the runways is also important and asked would the separation of the runways by another 240' be different? In regard to the earlier vote by the previous Board (Resolution No. 1244), he felt they abdicated their responsibility to the public. He feels this is infrastructure and is funded by fuel taxes by the airline industry, therefore the Commissioners have the responsibility to proceed in the most reasonable and safe manner, and as well he will not put those businesses located at the airport out of business.

Commissioner Foss stated Alternative 3A takes the elevation up, so it is quieter. Some \$8,000 is lost to airport businesses because the planes are fueling in Missoula and the

flight crews are spending their time and money in Missoula rather than right here in Ravalli County. She indicated this is a one time opportunity to get it right and there was no will from the previous Commissioners to do what is right. But this Commission does have that will and will do it right. Ravalli County is falling apart in our current infrastructure, and economic development is key to that. Alternative 3A also addresses safety. She has not seen any proof including what Commissioner Chilcott had said that would not lead her to believe Alternative 3A is not a viable option. She has also talked to fire fighters and they say it is not safe (the runway at 4,200'), because they need more of the retardant on their plane. This causes them to have to go back to the airport in order to load again or go off to Missoula.

Commissioner Stoltz stated the county is far from a commercial jet port in regard to allowing a certain weight of planes.

Commissioner Iman stated the FONSI/ROD is generated by a specific act of the County, i.e., the Nov 17, 2010 action by the Commissioners when they adopted Resolution No. 2610. He further indicated the FAA cannot say what the county should have. Each FONSI/Rod is specific for each airport facility, and if the Commissioners decide today that Alternative 2A is not their choice, then we will direct the FAA not to make publicize the document. Commissioner Iman also stated the FAA can only study what the Commissioners tell them to study. The previous Commission spent two years discussing runway locations as well as spending budgeted monies. The discussion included where even more safety could be achieved for the largest population which is the south end of the runway. We talked about all the options, and the Commissioners as well as the engineers agreed that Alternative 2A and 3A were the safest for the people. Moving the runway 1,000 feet to the north provides the most safety, and when we look at Alternative 2A versus 3A, the same obligations are required (240' separation of the runways); and if we move the minimum separation the east we remove the largest asset, which is the existing runway. Alternative 2A moves it east and a new runway must be built. When we address which alternative is cheaper, the engineers stated the largest issue is the land. But the existing business located at the airport would end up being closed for 45 days in order to run the construction 24 hours a day, plus the runway is closed for air traffic. The FAA regulations stated while private business are closed they can ask for payment of such business loss and the county must consider that. Commissioner Iman stated the safety aspects have been noticed and the Commission narrowed the options to two. While we instructed the FA to write the FONSI/ROD for Alternative 2A, we can now instruct the FAA to write for the other alternative. Between Tammany Lane and Stock Farm Road there is a place that is safe for the airport without removing buildings and roads. Thus it is reasonable for this Board of County Commission to reverse the Nov 17th decision. 126-130 feet is the distance between the runway and taxi way, which will be the same. Do we tear up just to replace and deny the businesses their ability to conduct business and make a living? Yes we do buy a little more land if we go with Alternative 3A, but the length will be the same between Alternative 3A and 2A (3A goes east). He feels it is more prudent to keep the infrastructure already in place and that is paid for. Commissioner Iman also addressed Resolution No. 1244 which stated a vote of the people is necessary if we lengthen the runway. He felt that resolution was ambiguous

and it only addressed one part of any necessary expansion. In the past 10 years we bought property previously owned by Mr. Leonardi. This allowed us to increase the safety of the people on the south end. Over the past two years we talked about going north, and what land would cost, all for safety. But in his opinion that land purchase violated the resolution.

Commissioner Foss stated our runway is not the safety issue, it is our taxiway. She does not want to remove the current runway as repairs can be done on that. Alternative 3A is the best value yet affords safety and the ability to protect the existing business and our ability to open up new businesses.

Commissioner Kanenwisher stated the right choice was and is Alternative 3A. The threat that some feel is that it will cost the taxpayers' money. Opponents to Alternative 3A have harassed and threatened, and they can drag us into court. But at what point do we continue to lay down for that sort of thing?

Specific Questions were then allowed from the audience.

Maggie Wright asked if they are still talking about a quick fix to this 'unsafe airport' she might have thought 3A was better. She stated she is asking simply to find out the answers to those questions. She indicated we know what Alternative 2A will cost but we don't know the answers to what the costs will be for Alternative 3A. Will there be another Environmental Assessment or Impact Statement necessary and could the cost be up to million dollars. What happens if the FAA does not pay for that assessment, do the taxpayers? She stated she is not threatening anyone, just asking very simple questions that many people has. She stated she has not been part of any group such as ICAARE, and did not even know they existed until a few weeks ago. Currently with Alternative 2A we have a known quantity for costs. The other Alternative is an unknown, and what if it makes another ten years.

Commissioner Kanenwisher stated it will only take ten years if lawsuits occur. He stated he knows enough to know that Alternative 2A is harmful. He "knows that for lots of reasons" and that Maggie "can go and find her own facts". He further stated that Maggie's request was to give facts on how he makes that decision and he does not have to give her that information. He then told Maggie and others in the audience, "You do your own homework". Right now he does not know what the costs will be, because the Commissioners will make the proposal then FAA reviews it.

Numerous citizens in the audience stated Commissioner Kanenwisher's comments are not necessary, they are rude and they are there with important, serious questions of Elected Officials.

Commissioner Foss stated this decision will not be ten years in the making, This Alternative has been looked at from November to May, so our new request to the FAA should not take any longer of a time frame. We are choosing to spend our dollars wisely, with more safety. Alternative 2A does not touch that. She stated she is going to make

that decision on maximizing the investment, and the funding is not going away. We have an opportunity to bring in economic vitality to our community. We have had our economy crushed by 'heavy boots' and 'threat of lawsuit'. During her campaign she said the same thing and as an Elected Official she is going to do the right thing.

Martin Barton stated Commissioner Kanenwisher told us his opinion on the Alternative he wants is solid. So why have a public meeting if you are not going to listen to our concerns? We want you to listen to us but you have made this meeting into a 'pro or con setting'. Martin stated Commissioner Foss addressed the concern of fire fighting aircraft. She too has done some research, and that is that most of the planes are equipped to carry 799 gallons of fire retardant but they don't carry that due to the flop over. With a 10,000' runway in Missoula the planes still stay at 640 gallons. In Hamilton they leave with 650 gallons on a 4,200' runway.

Lee Tickell stated he is not advocating for either alternative. He too simply wants something from the FAA in writing that says they can (change Alternatives).

Commissioner Kanenwisher stated the FAA has never done that, so while he might want that written opinion, they will not give it, they simply respond to proposals.

Marie Carpatti stated if we go with Alternative 2A we close down the airport, but with 3A, we won't have 24 hour work crews. Commissioner Iman stated the runway is 75' wide so they are restricted to how they work with the equipment so many feet from the runway. Alternative 2A removes the runway. Morrison & Maierle Engineers stated the concern of the pilots were (if 2A were chosen) how long will they be shut down? There will be a time that no planes can fly under 2A alternatives. Alternative 3A only restricts traffic when the two runways are 'hooked together' between the two driveways which is a much shorter length of time.

Pam Erickson asked if the current runway becomes a taxi way with Alternative 3A. The Commissioners indicated that was correct. She asked if the current runway would need to be dug up. Commissioner Iman stated that is not necessarily correct, and while he does not know the right answer, he can look to other runways like Glasgow where the FAA allowed the designation of a shorter taxiway for takeoff and landings. Pam stated it is a possibility that it might be dug up. Thus the Commissioners needs to remember when we had a town totally dug up to replace sewers our businesses were affected, but we knew it was necessary.

Commissioner Stoltz stated those businesses were closed down because they did not have any alternatives, but we do have an alternative for the runway and that is not to shut the businesses down. He stated he has been in construction and he knows that 45 days will not be enough time for the required construction; in fact the construction might be over a period of two different years because of the weather window, so any business closure will not be a good deal for them.

Commissioner Iman called on Leland Blatter due to his business in Glasgow. Leland stated the current runway becomes the current taxi way, thus the means by which the planes at the south end access the runway will be different. So 1,000 feet of the old runway will not be tore up because it is a needed taxi way.

Greg Raymond asked if the extension will be at the north end. Commissioner Iman stated yes, the taxi way has to be parallel to the runway, and we have agreed that the runway must be moved 1,000' to the north. Commissioner Iman also noted Alternative 2A was discussed in regards to both 4,200' and 5,200' length. ICAARE wrote letters that if the runway was considered at 5,200' it had to be considered by the FAA and if it would be limited to 4,200' it would not have to be considered in the FONSI. One way or the other, in order to obtain FAA funding, the County has to guarantee that we can go to 5,200' feet in runway length, and that information is in the FONSI. Greg asked if this discussion is to make a decision about actually going to 5,200' of runway. The answer was this discussion was to either reject to FONSI or to accept it, and if they reject then they would request to look at other options, i.e., the extra 1,000'.

Joe Gratziano agreed there are a lot of questions about the unknowns. He asked if they would need another Environmental Assessment. He felt they would need another 2,000' and that was taken under consideration last year which Commissioner Chilcott did not understand it was cheaper.

Frank Kucera been numerous conversations about the petition in 2001 would have given the right to vote on runway lengthening. That is not true. The referendum was strictly to abolish the airport authority, not to lengthen and take away the right to vote. The right to vote was never done to begin with and it was never carried through.

Phyllis Bookbinder stated in regard to Alternative 3A, the FAA recommends 1,050' will be removed at the south end of the runway, thus 60%of the runway will need to be trimmed on both sides. In an old report they did a study about the ground and the found that the ground is unstable and is on an old swamp. The FAA will only pay for the maintenance of the taxi way (2,600' long and 40' wide), and when repaved, it will be on our dime. Also from her understanding Alternative 2A and 3A were compared by taxi way and runway but Morrison & Maierle Engineers never crunched the numbers. When Commissioner Stoltz stated the businesses will be closed down, that is not true. The construction will be done in March (the engineers stated that) because they will work in double shifts with two sets of construction workers. They said the timing would not be in the middle of the summer.

Commissioner Stoltz stated when it is freezing in February and March they would not be able to break ground. So to say construction would start in February and end in March that is not in the cards. It will be done when it is a productive time of airport businesses.

Commissioner Foss stated when weather is nice they fly.

Charles Wissenbach stated Alternative 3A is the only sensible option. He stated this issue is being politicized for a few extra feet of runway. He suggested the go with Alternative 3A, building the 5,200' but to come back 1,000' and draw a line, making that extra 1,000 feet the safety zone. Commissioner Iman stated they cannot draw a line and not use the 1,000'.

Chuck Rubik stated he doesn't like to denigrate anyone like Commissioner Chilcott who is not here. In large organizations you should document in writing how you reach an important decision you make. Most of what he hears is opinions and conjecture, and he suggested they be able to look back and see why decisions are made.

Commissioner Kanenwisher stated he wrote this resolution and it simply says the Commissioners intend to take other action, which will include research and a look at the other options by way of public meetings.

Charlotte Gray asked Commissioner Iman about putting businesses at risk during the construction phase and could the county have to pay for that? She also asked if that would be a determined amount of time they would be compensated for.

Commissioner Iman stated in the last hearing it was commented the construction would be limited to 45 days, but what has happened in other jurisdictions is that it has taken longer and businesses have been compensated. There are possibilities that the contractors could purchase some supplies from the Field Based Operators on site, which would allow some business to be conducted but in other locations they have had to compensate the businesses when they are shut down. Also there is never a guarantee of the construction period only be 45 days

Charlotte Gray also asked Commissioner Stoltz if the Construction Company could purchase bonds for delays etc. Commissioner Stoltz stated if the contractor thinks there is a risk that is built into the price.

Commissioner Kanenwisher stated because there is possibility to have to pay people for the businesses, why not allow them to continue their business. Commissioner Foss also asked how do we put a dollar value on what is being lost, i.e., clientele, money earned etc.

Dave Hardy stated the Polson Airport has a 4,200' runway. He asked what would 2 mills cost the taxpayers? Commissioner Iman noted the County does not have ability to assess the 2 mils. Dave felt the Commissioners need to nail down the costs and find out what the FAA will do before they do away with the FONSI/ROD. He also resents the fact that ICAARE threatens litigation and while he was a member of that group he did not threaten or cause trouble. If we can't do a mill levy how will be pay?

Bill Stewart stated the monies are based at 95% from the FAA, 2.5% from the State and the county pays the other 2.5%.

Lee Tickell gave a response to Commissioner Kanenwisher "not how it works" comment. Lee stated the FONSI says that the FAA agrees that 2A meets their standards without an Environmental Assessment. By not staying with this FONSI, does it result in not receiving money from the FAA. Commissioner Kanenwisher stated "but it (FONSI) does not say we can ask another alternative".

Dan DePauw of Stevensville asked the County Commissioners if they are really Republicans, because he is seeing a lack of transparency plus they are spending money the county does not have and taking away the citizens rights. Dan stated for Commissioner Kanenwisher to be so rude and arrogant when questions are asked is not right. He sees a lot of conflict of interest in the Commissioners.

Commissioner Kanenwisher stated as a Commissioner he cannot call the FAA and get opinions, when a taxpayer can. Dan stated as new commissioners, they are misinformed or acting like they are misinformed. Dan asked again why the Commissioners are not seeking the opinions needed from the FAA (prior to making a decision).

Commissioner Kanenwisher asked other Commissioners how long are they going to listen to Dan.

Dan responded that he does not appreciate Commissioner Kanenwisher's arrogance; further that Commissioner Kanenwisher is saying he does not know if the county will be required to do an Environmental Assessment (EA). Dan stated that could cost another \$50,000. He felt the citizens are just getting a sales pitch because Morrison & Maierle will not be doing an amendment to the EA and another engineering firm will not rely on Morrison & Maierle's information, instead they will start from scratch. Therefore, more time and money. Dan stated he asked the FAA if they were surprised what county does, and they responded they are not. A principle at the FAA said on Monday that if Alternative 2A does not pass there is not going to be another alternative passed on his watch and that means a long time because these are young FAA employees.

Commissioner Kanenwisher advised Dan that he has a lot of accusations here today. Dan stated Commissioner Kanenwisher is arrogant.

Pam Erickson stated she has never seen the previous Board of County Commissioners be so arrogant to the people.

Commissioner Kanenwisher stated the notion that we can't get answers is not correct; it is just that the FAA is not going to make certain comments. The Commissioners have had plenty of conversation with the FAA. The opponents try to pit the FAA against the Commissioners and he knows that the FAA will not issue a written opinion on something that we have not asked for. Commissioner Kanenwisher stated this is infrastructure, a county airport which is paid for by tax dollars specifically for that purpose. He stated he apologizes for getting angry but in the past they have not allowed all this public comment.

Commissioner Stoltz addressed the comment that another engineer will not use the information from the previous engineer. He felt that any new engineer would check out what Morrison & Maierle did.

Commissioner Foss apologized for getting short, but explained that it is hard for the Commissioners to hear from the citizens that the Board does not do the necessary research. She stated the Board works very hard and more so that in the past Commission. She stated they are not just walking in the door, they have done their homework.

Commissioner Iman agreed with Dan DePaw in certain areas. He stated the FAA is open to a number of considerations depending upon how the question is asked. The FAA does not have the ability to make decisions for us. Commissioner Iman stated Dan's representation for a number of items brought up to day are inaccurate, in that the Board does not know the costs, nor does Dan.

Commissioner Kanenwisher asked how much discussion they will continue to have on this issue.

Commissioner Iman stated this is enough discussion and the issue the Board needs to decide today if we they accept the FONSI/ROD for final publication. He stated they do not tell the FAA it is unacceptable or acceptable, just whether we have it for final publication and that is what Resolution No. 2677 does.

Commissioner Iman reviewed Resolution No. 2610 and 2677, asking if there were further questions from the Board. None were stated.

Dave Hardy stated he knows which way they are going to go, but if they negate Alternative 2A then will go through the whole process again for Alternative 3A? The Board indicated yes, it will be a public process.

Brian Hawkes stated he met with Dave Hardy, Dan DePaw, Dennis Moore and Chuck DeWitt. Brian stated his will is to do what is best for the community which is not to shut the airport down. Brian addressed a few safety issues such as the cost of separation and agreed a resolution that does not shut the airport down is better.

Joe Gratizano asked if there will there be any unintended consequences for turning this down Alternative down (passing Resolution No. 2677). He also asked if they can go back to 2A if the FAA turns the County down.

Commissioner Kanenwisher stated he does not know where this will end up, but he knows he does not want to shut the airport down.

Commissioner Iman stated the FAA is limited to what we offer them. We don't either accept the FONSI/ or reject. If 2A is not an option, then we simply tell the FAA not to publish. We have studied the other option, i.e., 3A.

Public discussion was then closed.

Commissioner Kanenwisher made a motion to adopt Resolution No. 2677. Commissioner Stoltz seconded the motion. Commissioner Iman asked if everyone was clear about motion. Michael Howell asked about the one whereas that was addressed earlier. Commissioner Kanenwisher stated this is what we are considering. All voted "aye". 4-0

Commissioner Iman then asked if there public comments other than what is on the agenda. None were made. The meeting was adjourned.

► Commissioner Stoltz attended an Investment Committee meeting at 1:00 p.m.

Written Comments to Ravalli Co. Board of Commissioners
RE: Rescinding Resolution 2610
Submitted 5/5/11 by Bill LaCroix

Commissioner Stoltz: 4/29/11, Discussion on Amending Airport Res. #1244 and 2192: "We're at a point right now that if we do nothing, then the citizens of this county, when the FAA shuts it down for health and safety, will buy the airport back from the FAA and not have an airport."

Fact: That's clearly not going to happen, and why do you presume it's OK to say such things? That's essentially fear-mongering. Furthermore, the FAA does not consider the runway to be a safety issue. It is the pilot's responsibility to decide whether to use a runway or not. We're talking about personal responsibility and whether the taxpayers of this county will be forced, without the vote promised to them by the county, to subsidize a jet pilot's laziness or inability to accept consequences, which is what would be implied by lengthening our runway.

Commissioner Iman: 4/29/11, Discussion on Amending Airport Res. #1244 and 2192: "It's been established for 30 years that the standard for airport facilities of this type is 5200"

Fact: The FAA is not going to allow this county to build an "unsafe" airport. Furthermore, the FAA signed off on 2A, and therefore there is obviously no standard of substance to which you refer. To me, this essentially is fear mongering, too. This kind of anecdotal reasoning and misinformation in the place of hard facts, is becoming more the norm than the exception with this board, and is of course deeply disturbing to all of us who care about our democratic processes.

This issue of rescinding 2192, to my mind, is ultimately about personal responsibility and who's going to pay for that responsibility. It is clearly the pilot's and his clients' responsibility to be "safe" or "unsafe" just like drivers in cars. It is NOT the county taxpayers' responsibility to provide "multiple choices" for jet pilots flying in clients for a golf tournament. How many lawsuits over county roads do we get when someone runs off that road and the accident is clearly "driver-error"? Where's the hard data on all the business this jet port is going to generate for this valley? It appears that anecdotal data is being given much weight in your considering to rescind 2192, so I'll submit some of my own: many of those who will benefit from a lengthening of the runway to more easily accommodate light jets will obviously be wealthy, out-of-state individuals who don't even live here long enough to legally vote, but who demonstrably desire to use our county as a combination slush fund/ playground.

Those promoting an extended runway to accommodate jets and light-industry zoning at the Hamilton Airport have anecdotally cited Sandpoint's jetport as an example of why the commissioners should rescind Res. 2610 and be, apparently, more like Sandpoint. Notwithstanding the facts that Sandpoint is more of a hub in their area than Hamilton will ever be, that they actually have a true jetport that can handle inter-city commercial traffic (which is why they attracted said light industry in the first place) which Hamilton will never do and other obvious differences between Sandpoint and Hamilton communities and airports, if anecdotal evidence is going to be used in place of hard facts by the commission to justify rescinding 2610 and possibly forcing Ravalli Co. citizens to be liable for a millionaire's hobby airport, then the below revelations about Sandpoint's choices, anecdotally researched and provided by those opposed to rescinding 2610 and who would vigorously oppose using tax dollars for a "light industry" with such overt fundamentalist ties as Quest Aircraft, should receive equal weight.

Sandpoint aircraft maker and Spokane flight center share training resources

Spokesman-Review Feb 26, 2011

Sandpoint-based Quest Aircraft has formed a partnership with Spokane Turbine Center, a nonprofit, church-supported training center for mission aviators. Quest will now use Spokane Turbine Center's million-dollar flight simulator and its Quest Kodiak airplane as a training base for customers buying one of the single-engine aircraft. The training center is next to Felts Field in Spokane Valley...Quest Aircraft has roughly 120 workers in Sandpoint. It faced a challenging year in 2010, making just 14 aircraft – about one-third the number Schaller hoped to sell.

QUEST Aircraft Mission Statement

From the very beginning our underlying mission at Quest has been to design and manufacture a bush / utility aircraft specifically suited to the needs of missionary and humanitarian aviation organizations which provide access to the most remote regions of the world and the isolated people groups who live in them.... Our vision is that the most impoverished people in the world will have a better life here and in eternity as a result of the KODIAK...

Spokane Turbine Center Doctrinal Statement (excerpts)

"We believe in one God who is the all powerful, all-knowing and all present Creator, eternally existing in three persons; God the Father, His Son Jesus Christ and the Holy Spirit."

"We believe the Bible is the fully inspired Word of God, without error in the original writings and that it has ultimate authority over our lives."

On its website, Spokane Turbine Center states it can only provide training to member organizations of the International Association of Missionary Aviation (IAMA), which apparently includes the Quest Mission Team. Below is the full IAMA "Statement of Faith" to which "all full members of IAMA subscribe to."

We believe:

- The Bible to be the inspired, infallible, authoritative Word of God, the original autographs of which were verbally inspired by the Holy Spirit. (2 Timothy 3:16; 2 Peter 1:21)
- There is one God, eternally existing in three persons: Father, Son and Holy Spirit. (Deuteronomy 6:4; Matthew 28:19; 1 Corinthians 8:6).

- In the deity of Jesus Christ, which is to say He is Himself very God; His virgin birth, perfect life, redeeming death, bodily Resurrection, heavenly intercession and His personal return. (Colossians 1:15; Philippians 2:5-8; Matthew 1:18-25; 1 Peter 2:24-25; Luke 24; Hebrews 4:14-16; Acts 1:9-11; 1 Thessalonians 4:16-18; Matthew 25:31-46; Revelation 11:15-17; 20:4-6, 11-15).
- The universal sinfulness and guilt of mankind, rendering all subject to God's wrath and condemnation. The necessity of new birth as the work of God the Holy Spirit, to be obtained only by receiving the Lord Jesus Christ as Savior, through faith, not by works; by whose sacrificial death atonement was made for the sins of the whole world and whereby alone men are redeemed from the guilt, penalty and power of sin. ((Romans 3:10, 23 John 3:3; John 14:6; Acts 13:38-39; John 3:16)
- The spiritual unity of all believers as comprising the true Church; The supreme mission being to glorify God and to preach the gospel to every person.

Quest Aircraft in Sandpoint lays off 65

The Spokesman-Review

August 10, 2010

A sagging aviation industry has forced Sandpoint-based Quest Aircraft Co. to lay off 65 workers.

The 65 were all full-time workers and came from all across the company's manufacturing, engineering, support and administrative groups, said company CEO Paul Schaller.

The company makes the popular Quest Kodiak single engine turboprop aircraft. It's become the primary utility aircraft for mission groups across the world. It costs just above \$1 million, depending on features included. Other orders come from various general aviation operators.

The layoffs occurred this week. About 155 workers are still employed at the Sandpoint firm.

Quest has capacity to produce two Kodiaks per month; it was making three until last fall when the company started a series of worker layoffs to adjust to a weakened market.