

STATE OF NEW HAMPSHIRE



Passenger Tramway Safety Board



Office: c/o N.H. State Fire Marshal's Office
110 Smokey Bear Blvd., Concord, NH
Mailing Address: 33 Hazen Drive, Concord, NH 03305
603-223-4289, FAX 603-223-4294

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| Mark Petrozzi Chairman Term exp. 6/20/24 | Stanley Judge Member Term exp. 6/20/23 | Kris Blomback Member Term exp. 6/20/22 | Steve Howell Member Term exp. 6/20/25 |
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**NEW HAMPSHIRE PASSENGER TRAMWAY SAFETY
BOARD MEETING MINUTES
June 24, 2022
Waterville Valley
FINAL**

Attendees:

Board Members: Mark Petrozzi, Chairman
Kris Blomback
Steve Howell
Stanley Judge

NH DOS: Briggs Lockwood Chief Inspector
Scot Woolfenden Inspector
Nancy Ettelson Inspector
Roxie Beall Administrative Support

Industry: Ross Stevens Stevens Engineering
Theo Boulangest MND
Ashvin Ghurburrun MND
Alex McCann MND
Tim Smith WVSR
David Dean WVSR
Erica Dickerman USFS
Justin Preisendorfer USFS
Richard Oaks Cranmore

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I. Call to Order:

Chairman Petrozzi called the meeting to order at 9:05 am. Roxie Beall reminded all this meeting is being recorded.

II. Reading and Approval of Minutes:

Chairman Petrozzi called for the reading and approval of the minutes from the last meeting June 1, 2022.

Motion made by Kris Blomback.
Seconded by Steve Howell.

Discussion to capitalize Inspector in Briggs Lockwood's title on first page. Add a discussion section on bottom of second page in response to whether plans were required in English. Discussion should show the answer was yes, plans should be in English or supplemented in English.

All in favor of approving minutes with recommended changes. Unanimous.

III. Old Business:

- A. Waterville Valley New 6-Pack; Additional submittals and application for lift construction.

Ross Stevens states that he understands that MND submitted documents to the Board and asks if there are questions. He asks Theo Boulangeat to accompany him at the table to assist in answering questions.

Discussion: Tramway Board is trusting the certification to be given by Stevens Engineering prior to approval. Ross Stevens states his purpose on this project is to certify that the project is compliant with ANSI Standards and the NH Administrative Rules. He states he has not completed his review of the manuscript given to him and is not prepared to offer certification today.

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Discussion regarding design book being for informational purposes only and does not match manuscript precisely. Ross Stevens states he has only scanned parts of manuscript, such as specific calculations and drawings but has not done a page by page comparison to certify the book as was presented to the Board. Kris Blomback pointed out that the book was presented to the Board at last meeting as an informational document only, not an operations book. USFS representatives state it was presented to their reviewer, John Kamb as the complete package for review and approval.

There was further discussion confirming the documents must be in English or supplements provided in English. Ross Stevens explains there may be a few third party reports that are in the original language. He notes that MND has known about the English requirements for a long time.

Technical questions asked: Nancy Ettelson inquired about the calculations with the bubbles up vs bubbles down. She also asked if passengers can open the bubbles if they want to. Theo Boulangeat confirms that yes, passengers can open the bubbles. Steve Howell asked about the 6 brakes shown on the hydraulic brake diagram. He knows ANSI requires 2 brakes but what is 3rd one? Theo Boulangeat explains their country requires a 3rd brake. It is the same as an emergency brake, a disc brake between the motor and the gear box, on the bull wing.

Theo Boulangeat says the foundation is almost finished and requests approval to move forward with the next phase. They have received the parts to start assembly of the lower station. It is their priority right now due to available staffing. Much discussion on phased approval and what that would look like and what precedent it may set up for future expectations. Also discussions on how the subset of plans would be broken out and presented for certification. Ashvin Ghurburrun agrees that a subset related to the first phase with any changes can be presented to the Board and to Forest Service. Briggs Lockwood points out that final approval will require stamped certification. Ross Stevens states that everything pertaining to the lower station must be included in the scope for approval.

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Discussion regarding the corroboration, present and future, between Tramway Board and USFS. Ultimately, everyone agrees that including USFS in the meetings for these projects, as well as ongoing conversation and partnership between the two will continue and evolve.

Scot Woolfenden points out and Chairman Petrozzi affirms that a conditional approval by the Tramway Board today does not approve the project to move forward. MND will still require approval by the USFS which is a separate approval from the Tramway Board. Everyone indicates understanding of this.

Chairman Petrozzi asks for a motion to approve "Phase 1".

Kris Blomback makes the motion to provide conditional approval for construction of the lower terminal to include structural, mechanical and equipment, not to include electric, subject to the receipt of the certification by Stevens Engineering.

Steve Howell seconds the motion.

Discussion: Since this will be done in phases, Ross Stevens will provide a stamped letter of certification and Table of Contents. Nancy Ettelson asks if there will be a chance to ask questions at subsequent meeting. Ross Stevens confirms that questions not readily answered by drawings can be asked at next meeting.

All in favor of conditional approval. Motion carries unanimously.

Briggs Lockwood says Tramway has been reviewing changes by NSAA /SkiNH regarding inspection of work chairs so they can help ski areas to understand coming changes to the 2022 required standards which is currently still in draft form. It will require engineered certification of all chairs. Existing chairs would need to be replaced or certified. There will be no grandfather clause. It would not take effect until 3 years from now and may be dependent on whether or not the NH Tramway Board would make an amendment to it. This will affect all chairs with a weight rating 5 x load and attachments for 5000 lbs.

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Kris Blomback asks if the ski areas seem to have a good understanding of the coming changes. Briggs Lockwood responds that they do seem to have a good understanding of what will be expected but they are not happy about it.

Chairman Petrozzi agrees that the most important thing now is communicating about what is coming down the pike. Once the changes have been approved, the Board will have a discussion about adopting.

Briggs Lockwood states that FMO/Tramway typically inspects for passenger safety and user interface. The inspectors are not comfortable with this development which will make them the authority having jurisdiction over work equipment.

Discussion included points regarding the separation of responsibility for assuring safety, how to comply with OSHA, our inspectors need only inspect to compliance with ANSI B77 codes. Chairman Petrozzi summarized that as authority having jurisdiction, it is good to have these discussions now, be satisfied with our requirements and then to communicate the expectations to ski areas.

Kris Blomback asks if ski resorts can submit plans ahead of time if changes were made. Erica from the USFS says they would be receptive to that. Ross states that knowing the payload capacity would be helpful to include in those plans. Chairman Petrozzi states that communication should go out now.

IV. New Business:

- A. Cranmore Ski Area; Exception to cable inspection rules for the SkiMobile Express, TRM 3.

Rick Oaks is present to request approval to open the lift, adding an extra month to operations, while waiting for inspector in July.

Discussion: Briggs Lockwood gives some background on the lift and that it was not in service for some time. In the meantime, there is no longer a wire rope

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inspector that lives nearby and the next available will not be until July. The previous wire rope inspector did write a letter of recommendation. Chairman Petrozzi asks for a motion to allow for the exception to add one additional month of operations. Briggs Lockwood states an exception is allowed under Annex A.

Steve Howell motions to approve the exception to the annual wire rope inspection until August 3rd.

Kris Blomback seconded the motion.

Further discussion: Rick Oaks confirms there is no known damage to the lift and that the lift has 1000 plus/minus hours and will not be near the 2000 hour limit by the end of July.

All in favor. Motion carries unanimously.

B. Pat's Peak Ski Area; Application for construction for new drive on the Vortex double, TRM 160.

Kris Blomback recusing himself from vote.

TRM Application submitted by Pat's Peak for construction of the new drive on the Vortex because original parts no longer manufactured. The Vortex will be built this year and next year the Turbulance chair.

Ross Stevens explains design includes 3 components: electric drive, hydraulic (1 brake control, 1 cabinet) and Hall emergency brake with a larger diameter cylinder. The ABB drive is being replaced by the same model as old module. The acceptance test is in there and will be checked under load conditions. Brake cabinet includes motor, 1 hydraulic pump & valves so they can be serviced and adjusted or removed separately. Stops will allow pumps to be shut down.

Discussion: Briggs Lockwood asked if it has manual pump in there. Ross Stevens believes so but will need to review. Briggs Lockwood asked Kris Blomback if it has been used before. Kris Blomback confirms that it has. Ross

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Stevens adds that in addition, acceptance test procedure eliminated the downhill load since it is no longer used for mountain biking. There will be 3 chairs only for downhill. Briggs Lockwood says origination of lift was 1973. It only had 3000 hours total on it when it was bought in the 90s. Ross Stevens says the electric drive and brakes warrant testing. Briggs Lockwood asked if Dan Etman is doing the work. Kris Blomback confirms that Dan Etman is. Question about whether time relay will be put in. Lift will not receive speed control immediately after slowing. Ross Stevens states there is no schematic for encoder or encoder wheel. Low voltage signal and additional feedback that control the motor in addition to the current.

Chairman Petrozzi asks for a motion.

Steve Howell makes a motion to accept the application for equipment modification on Vortex TRM 160.

Stanley Judge seconds the motion.

Discussion: Motion to include "per letter from Steven's Engineering dated June 23, 2022.

All in favor. Motion carries.

V. Next Meeting Date:

- August 3, 2022 @ 9:00 am, Gunstock Ski Area. Chair will confirm availability of Stockade Lodge.

VI. Adjournment:

Chairman Petrozzi called for a motion to adjourn.

Motion made by Kris Blomback. Seconded by Steve Howell.

Meeting adjourned at 11:23 am.

Respectfully submitted by Roxie Beall 7/5/22