

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

Mark Petrozzi Stanley Judge Kris
Blomback Steve Howell

NEW HAMPSHIRE

PASSENGER TRAMWAY SAFETY
BOARD MEETING MINUTES
7/22/2021
Location: Stockade Lodge, Gunstock ski area
(Final)

Attendees:

Board Members: Mark Petrozzi, Chairman
Kris Blomback
Steve Howell

NH DOS: Briggs Lockwood Chief inspector
Scot Woolfenden Inspector
Heidi Barba NH DOS Staff Counsel

Industry: Tim Pfister Pfister Mtn Services
Kyle Griffin Gunstock Ski Area Patrol Director

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Chairman Petrozzi called the meeting to order at 10:05 am.

Chairman Petrozzi asked the two industry attendees if they would introduce themselves to the board.

Chairman Petrozzi informed the board members that Stan Judge would be unable to attend due to a conflict in his schedule. He did call and ensure a quorum would be present without his attendance.

Briggs Lockwood informed the board that Heidi Barba would be in attendance but was running late.

Chairman Petrozzi asked the board if he could move new business before old business as Heidi Barba was instrumental in the discussion of the administrative rules. All agreed to the change in the agenda.

New Business:

Whaleback application for construction/modification to TRM 39; new low voltage control, brake controller upgrade and new EVAC diesel engine.

Briggs Lockwood handed out the application and documentation provided by Whaleback. Tim Pfister gave the board a brief overview of the proposed project. It included replacing the low voltage control system. The system would be similar to ones used in several ski lifts currently in operation. The system has experienced no issues to date and appears to be a reliable platform. The service brake underwent a replacement last year and the control system would augment this replacement.

Chairman Petrozzi asked Briggs Lockwood if he could give the board a brief history of the lift. Briggs Lockwood informed the board the lift was built in 1970 by Poma. It was originally powered by a CAT diesel engine (which is the EVAC motor being replaced). In the 90's it was converted to electric with a Sabina drive.

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Heidi Barba joined the meeting at 10:15 am.

Motion made by Kris Blomback: To approve the application for construction/modification of TRM 39 subject to the receipt of a properly formed letter, signed and stamped, as required.

Seconded by Steve Howell.

No further discussion.

Motion passed. Vote was unanimous.

Tim Pfister left the meeting at 10:23 am.

Old Business:

A. Administrative rules work session.

Heidi Barba began the discussion by informing the board that there was one item in Pas 200 that would need to be re-adopted. This was Pas 209 Request for statement explaining rules. There would be no changes and it would be re-adopted as written.

Heidi Barba stated this re-adoption of the rules as amended needs to be completed every 10 years. During this re-adoption the board wished to have all forms incorporated by reference. In order to facilitate this change Heidi Barba needed to reorganize some of the rules to make them more user friendly.

Chairman Petrozzi asked how this would affect changes in these forms going forward. Heidi Barba explained changing the forms would be much simpler and faster now that they are incorporated by reference. You would no longer need to include the actual form layout in the rules and therefore would not have to amend the rules to change forms.

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Motion made by Steve Howell: To approve the re-adoption of Pas 100-300 with amendments.

Second by Kris Blomback.

Heidi Barba gave the board a brief rundown of the timeline for the re-adoption and the need for a public hearing. She explained you do not need a quorum of the board for the public hearing but it would be good to have someone from the board to answer any question that may be presented.

Briggs Lockwood spoke to the issue raised by Stan Judge at the previous meeting concerning ANSI standard 4.3.4.1 General inspection. He spoke with Stan Judge about this issue and felt that the board could amend the wording of this section through the rules under the requirements adopted by reference section.

All board members felt that this issue would be better served if discussed at a meeting with Stan Judge in attendance.

Scot Woolfenden brought the issue of notification by ski area operators of the use of auxiliary engines to offload passengers. The current rules do not require ski areas to notify the board in this situation. He explained that the board may be unaware of an evacuation by auxiliary engine that took an extraordinary length of time. In addition, if a ski lift is being evacuated many times due to a drive or mechanical issue the board should be aware of the situation. Discussion of the board concluded this issue was warranted. Chairman Petrozzi incorporated the changes into Pas 302.03 as necessary.

Kyle Griffin inquired about the situation of an inoperable auxiliary engine and how this effects the lift operation? Briggs Lockwood explained that the standard requires two viable power sources to load public on a lift. But, there is a provision in the standard that gives ski areas somewhat of an option. In given situations, where adequate staff and circumstances are favorable, a ski area could opt to load passengers with an auxiliary engine that was not functional.

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Pas 305.02: Remove "or modified" from paragraph (a). There was much discussion on the board about how best to accomplish this. Chairman Petrozzi incorporated this change along with several others suggested by the board into this passage.

Pas 305.06: Chairman Petrozzi wished to re locate this to Pas 305.03 and re-format all numbering beyond this. He also changed the "to a" in the title to "of".

Pas 305.10: Suggestion to move section (b) to 305.03 (new #), 305.06 (old #). In addition, change section (c) to (b) and reword. Chairman Petrozzi incorporated these changes.

Pas 306.01 (a): Item 5 is miss numbered as 4.

Chairman Petrozzi will provide his updated version to Heidi Barba for her to incorporate the numbering changes and provide the updated version for further review.

Kris Blomback stated these changes are significant. He felt the board should provide a copy of the proposed rule changes to Ski NH for them to disseminate to their member ski areas for comment. All members of the board were in agreement this was a good idea. Heidi Barba will provide a copy of the proposed changes in the standard format without all the edit information. This will make the document much easier to comprehend.

Chairman Petrozzi brought the issue of unseated passengers up for discussion. He stated the new terminology is "unseated passenger" instead of "hanger". There is much discussion in the industry on this topic.

Kyle Griffin asked what constituted a reportable incident with a fall from the lift? In some cases, the individuals ski away, have no injuries or refuses care. Briggs Lockwood explained that the injury threshold is what generates a reportable incident. But in some cases, ski areas may opt to provide an incident report in order to preserve information or to exhibit due diligence.

Chairman Petrozzi explained some ski areas have procedures in place for the situation of unseated passengers. This may generate some reporting internally for the ski area but not necessarily for the tramway board.

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Chairman Petrozzi informed the board this topic will be discussed at the NSAA conference this fall in Maine.

All board members agreed to table this motion to a future meeting.

The board would like to extend their appreciation to Gunstock Ski Area for providing the Stockade Lodge for the meeting.

The board would like to thanks chairman Petrozzi's wife for baking a fantastic blueberry cake and Briggs Lockwood for providing coffee for the group.

Next meeting date is August 17, 2021 at 10:00 am. Stockade Lodge, Gunstock Ski Area.

Motion made by Kris Blomback: To adjourn

Second by Steve Howell.

No discussion.

Motion passed. Vote was unanimous.

Meeting was adjourned at 12:18 pm.

Respectfully submitted,

Scot Woolfenden

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