

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

Table with 4 columns: 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. 6/20/27)

NEW HAMPSHIRE PASSENGER TRAMWAY SAFETY BOARD MEETING MINUTES

5/5/2023

Main Lodge, Gunstock Ski Area

(Draft)

Attendees:

Board Members:

Mark Petrozzi, Chairman
Stan Judge
Kris Blomback
Steve Howell

NH DOS:

Briggs Lockwood
Nancy Ettelson
Scot Woolfenden

Chief inspector
Inspector
Inspector

Industry:

Alan Wickstrom
Scott Crowell
Julie Burgi

Loon Mtn Ski Area
Mt. Sunapee Ski Area
Tenney Mtn Ski Area

AHJ:

Erica Dickerman

US Forest Service

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**Agenda item I:** Chairman Petrozzi called the meeting to order at 10:05 am.

Chairman Petrozzi Informed all present that the meeting was being recorded.

**Agenda item II: Reading and approval of minutes from 3/10/2023.**

Motion made by Kris Blomback: To approve the minutes from the meeting of 3/10/2023.

Seconded by Stan Judge,

There was no discussion or changes to the minutes.

Motion passed. Vote was unanimous.

Chairman Petrozzi informed the board that Attitash had been in contact to let them know they would not have any additional documentation to present at this meeting. Briggs Lockwood explained the holdup had to do with the electrical drawings. He went on to explain, currently, projects such as this may not be finalized until after construction has begun. Which makes getting a complete documentation package at the beginning of construction difficult. The board may want to consider updating the rules to allow for this in the application process. Chairman Petrozzi agreed that the board may want to consider a rule change to address this issue.

Chairman Petrozzi stated that many items such as this come before the board, we should build a list of these items so they can be discussed and debated in a proper forum. This would allow for proper consideration when the next rule changes come around.

Erica Dickerman inquired about the documentation for the concrete foundations. The motion at the last meeting was a conditional approval for concrete only, pending receipt of stamped drawings. Briggs Lockwood informed all that stamped drawings had been received from Attitash and that construction of the foundations could proceed.

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Chairman Petrozzi apologized for the lengthy discussion concerning Attitash and the procedure of application approval. He felt it was well worth the time taken to address these issues.

### **Agenda item III: Old Business: ANSI B77.1-2022 Standard Review.**

Chairman Petrozzi asked if this item could be moved after New Business.

There was no objection from the board.

### **Agenda item IV: New Business.**

- a. Mt. Sunapee Summit Express TRM 70, new drive.

Scott Crowell provided the board with an application and documentation for a drive replacement for the Summit lift TRM 70. He explained the current drive is no longer supported by the manufacturer. Last year they had some issues and had to scabble to find parts. The new drive will be an ABB DCS 880.

Motion made by Steve Howell: To Approve the application for construction of new drive for the Summit lift TRM 70.

Second by Kris Blomback.

#### Discussion:

Briggs Lockwood stated that we would be looking for a construction and design certificate. In addition, ensure the load test procedure is updated to reflect any new parameters or items that may be present in the new drive.

Scott Crowell informed the board that Poma will be doing the installation and there will be no changes to the control system.

Motion passed. Vote was unanimous.

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### **Agenda item IV:**

#### b. Loon Kanc8 TRM 254, NDT schedule.

Steve Howell explained the current manufacturers requirements for NDT of the Kanc8 chairs and grips. They require visual inspection of 20% of grips and hangers for 4 years and conventional NDT of 20% in year 5. With all grips and hangers being NDT inspected within 25 years.

Chairman Petrozzi wished to confirm that the schedule presented was from Doppelmayr. Steve Howell confirmed that it was.

Kris Blomback asked if this schedule was for the Kanc8 only or are all detaches following a similar path. Steve Howell stated the relocated Kanc detach will follow the conventional NDT schedule of 20% per year with all done in 5 years. He does not have information on any new detaches and those NDT schedules.

Chairman Petrozzi stated that this issue should be placed on the list for rule changes to be considered.

Scot Woolfenden questioned, with these new grip and hanger designs, should we be paying closer attention to these NDT schedules rather than leaving it up to the manufacturers.

Briggs Lockwood explained this issue runs in cycles in the standard. The standard went from nothing on NDT, to 10% than 20% and now it seems to be backing up and deferring to the manufacturer. The NH rules have addressed this issue with fixed grips but not in the case of detachable grips.

The board took no action on this issue.

Chairman Petrozzi introduced Julie Bergi to the board. She is currently hired as the new lift maintenance manager at Tenney Mtn. Julie Bergi gave the board a brief overview of her experience and is looking forward to working in NH.

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Chairman Petrozzi asked to take up Agenda item III: standard review at this time.

No objection from the board.

### **Agenda item III: Old Business: ANSI B77.1-2022 standard review.**

Briggs Lockwood provided the board with a handout outlining the changes in the new standard versus the 2017 standard. He has gone through the list item by item and broken out those items that are of concern. He feels it would be best if he wrote those changes out and present a complete list for the board. That being said, he will go over a few major changes at this time.

7-year dynamic testing. Currently the NH rules (Pas 305.09) define the requirement for dynamic testing. They do not allow the board to provide a ski area with an exception if they ask for an extension to say 8 yrs for a given situation. If the language in ANSI B77.1 were amended in the rules, this situation would be alleviated.

Kris Blomback stated that he thought the board had the right to provide exceptions to the rules in cases such as these. Briggs Lockwood explained that the board can grant an exception to ANSI B77.1 standards but not the Passenger safety rules. This was brought to his attention by DOS legal counsel. Chairman Petrozzi feels that we should get a clarification on this issue. He was under the impression that the board had the ability to provide exceptions in both cases.

Briggs Lockwood feels that if we add the language from 305.09 to the amendments listed under Pas 308 that would solve the problem.

#### **3.3.1.1 Applicable design requirements.**

This addresses annex F-3 Combustion engine protective devices.

Briggs Lockwood explained that if this goes forward that all EVAC engines would have to have protection devices. This is acceptable for new construction but to apply this to older motors that have been running for many years may be asking a lot. He feels the board should look at addressing this with these older motors.

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Chairman Petrozzi pointed out that there was a big star next to work carriers. We have had several discussions on this topic. He would like to table this issue at this time.

### 3.3.2.5.3 Loading and unloading platforms.

Briggs explained that this refers to the design requirements (3.1.1.9.1 and 3.1.1.9.2) that define the seat height at 22 inches. The language is for skiers and does not specifically identify foot passengers. The board may want to address this as we have many ski lifts operating for foot passengers. This would give guidance to inspectors when encountering this situation.

### 5.1.1.4 Clearing envelope.

Briggs Lockwood explained there was language concerning downhill t-bar towing unit height needed to be 8 feet above the snow surface. This language has disappeared out of the standard. The board should consider drafting language to clarify this.

Briggs Lockwood stated that he could write up these issues and provide to the board for discussion. Chairman Petrozzi agreed and added that a list for passenger safety rule changes could also be developed that would be very helpful. Briggs Lockwood agreed.

## **Agenda item V: Next meeting date.**

Next meeting date is scheduled for June 20, 2023, at 10:00 am. Location to be Gunstock main lodge.



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**Agenda item VI: Adjournment.**

Motion made by Kris Blomback: To adjourn.  
Second by Steve Howell.

No discussion.  
Motion passed, Vote was unanimous.

Meeting was adjourned at 11:18 am.

Respectively submitted,

Scot Woolfenden.