

Boundary County Airport Board Meeting June 1, 2021

Present: Jay Wages, Don Jordan, Mark Weber, Rick Durden, Pat Gardner, Bob Blanford, Rich Little, Gene Andrews, Shawn Shanklin, Dave Eby and Brendon Duddy were in attendance.

Manager: Dave Parker

The meeting was called to order at 5:35 PM by Jay Wages.

The minute of the previous meeting were read by Mr. Wages. Pat Gardner said that they be corrected with a reference to concern over the proposed Hilt hangar blocking access to the fire plug for the south hangars. Rick Durden movd that the minutes be approved as amended. Pat Gardiner seconded the motion and it passed unanimously.

Self-Fueling Rules Committee Action Item. The committee reported that it had received one letter regarding the draft self-fueling rules circulated last month. It expressed opposition to the fuel-flowage fee set by the County (\$0.05) on every gallon of fuel brought onto the airport for use in aircraft. The signatories said that they should not have to pay the fee because they did not get any service in return. It was pointed out to them that by self-fueling they are taking advantages of airport services in the form of taxiways, the runway, ramps, terminal building, meeting rooms and interaction with other airport users without paying for them and without paying the federal fuel tax that goes directly to support the national airspace system and all airports that accept federal grant money, such as Boundary County.

There were some strong words expressed regarding whether self-fuelers were freeloaders who were being subsidized by other airport users (they have never paid the fuel-flowage fee and the new rules will substitute the five-cent a gallon payment for a once-a-year payment of \$25) or they were subsidizing other airport users.

When things calmed down, committee chair Rick Durden said that it was his understanding that the major concern of airport users with the draft rules was the section that called for aircraft to be pulled 25 feet out of hangars before fueling. Rich Little and Gene Andrews confirmed that it was the source of their concern. During discussion it was agreed that the section regarding distance from the hangar for self-fueling would be stricken and replaced with a rule that would require that the main hangar door be opened for ventilation when an aircraft was being fueled in the hangar.

The Board agreed to the revised rules and a recommendation to the Commission that they be accepted and implemented on January 1, 2022.

Final version of the self-fueling rules:

Self-Fueling Rules Boundary County Airport, dated June 1, 2021, effective January 1, 2022

When Boundary County accepted Federal Airport Improvement Program funds, it agreed to comply with the terms and conditions of using those funds—formally called grant assurances. As part of the grant assurances, the County agreed to allow aircraft owners to service their own aircraft themselves. That includes providing their own fuel. The County can, and is obligated to, set reasonable rules and regulations regarding self-fueling—primarily to keep it safe, but also to maximize the space available for hangars for aircraft.

In addition, the County has established a fuel-flowage fee for all fuel brought onto the airport to be put into aircraft. Hangar tenants have signed a land lease through which they agree to pay the fuel-flowage fee to the County.

To keep self-fueling rules simple, the Airport Advisory Board and County felt that it would be wise to split self-fueling into two distinct operations: 1) for aircraft owners who bring in fuel in relatively modest amounts in, for example, five-gallon containers or a tank in the bed of their pickup trucks; and 2) for aircraft owners who desire to store hundreds or thousands of fuel in a fuel truck on the airport.

1) For those who bring in fuel and do not want to store it in a fuel truck that is based on the airport:

They must buy a \$25 annual self-fueling permit. Payment is in lieu of paying the standard fuel flowage fee and is considered by the County to comply with a hangar tenant's obligation to pay the County fuel-flowage fee. The permit is to show the name of the permit holder and the N number of the aircraft (a single aircraft) that can be refueled under the terms of the permit. The permit fee is go up with the CPI annually, rounded to the nearest dollar. The permit fee is to be paid to the County via the Airport Manager who will issue the self-fueling permit.

The permit is to have the self-fueling rules printed on it. The permit must be displayed inside the hangar of the aircraft owner.

The rules (for all self-fueling):

Aircraft may be fueled within a hangar, at the discretion of the aircraft and hangar owner. However, if an aircraft is fueled inside a hangar, the main hangar door must be open for ventilation of the hangar.

No person may be inside an aircraft while it is being fueled.

The aircraft engine(s) may not be running while the aircraft is being fueled.

No smoking is permitted within 50 feet of an aircraft being fueled.

The permit holder may only fuel aircraft she or he owns or has control of under a lease of at least six months duration.

The permit holder is responsible for any damage caused to persons or property as a result of fueling operations.

A fully charged fire extinguisher (type and size at the discretion of the permit holder) must be within 25 feet of the airplane during fueling.

No more than four five-gallon fuel containers, whether or not they contain any fuel, may be stored in any one hangar at any time and they may not be placed near a source of heat or spark.

When fueling from a fuel tank in a pickup truck, for example, there must be a way of grounding both the mobile tank/truck and the aircraft.

Any fuel spill more than six feet in diameter must be reported to the Airport Manager. The self-fueling permit holder will be financially responsible for any required cleanup/mitigation.

2) For those who wish to store fuel in a truck that they base on the airport.

The person seeking permission to self-fuel from a fuel tanker truck that they base on the airport must obtain a self-fueling permit. The permit is not in lieu of paying the County's fuel-flowage fee. The cost of the permit is \$25 annually, to be increased yearly by the CPI, rounded to the nearest dollar. It is to be paid to the County. In addition, the permit holder will report quarterly (the last day of March, June, September and December) to the Airport Manager the amount of fuel delivered into the fuel tanker truck and pay the appropriate fuel-flowage fee for that amount of fuel to Boundary County by the end of the subsequent month.

The rules above apply. In addition:

The fuel tank truck must comply with and be operated in compliance with all applicable local, state and federal rules and regulations including NFPA.

The fuel tank truck shall be of a size that can be accommodated on the airport given the limitations of hangar location and weight bearing capability of airport roads and taxiways. This will be worked out in good faith negotiations between the hangar tenant and airport manager. The truck will be parked on leased space that has a suitable mat or other surface to protect the land under where the truck is parked in the event of a fuel spill.

Failure to comply with the self-fueling rules is grounds for suspension or revocation of self-fueling privileges. If the violation places persons or property in danger, the airport manager is empowered to ban the transgressor from the airport for a period of time or permanently. A person fails to comply with the self-fueling rules and has his/her self-fueling privileges suspended or revoked or is banned from the Boundary County Airport may appeal the penalty to the County Commission.

Hilt Venture Capital Hangar. Hilt Venture Capital renewed its application to build a hangar on approximately four lots under the same design that was approved by the Board last fall (the building height was approved by the FAA), but without a fuel tank for self-fueling. The area to be leased is 192 feet X 145 feet as shown on the aerial drawing below. The height is to be 35 feet. It will be known as Hangar A5.

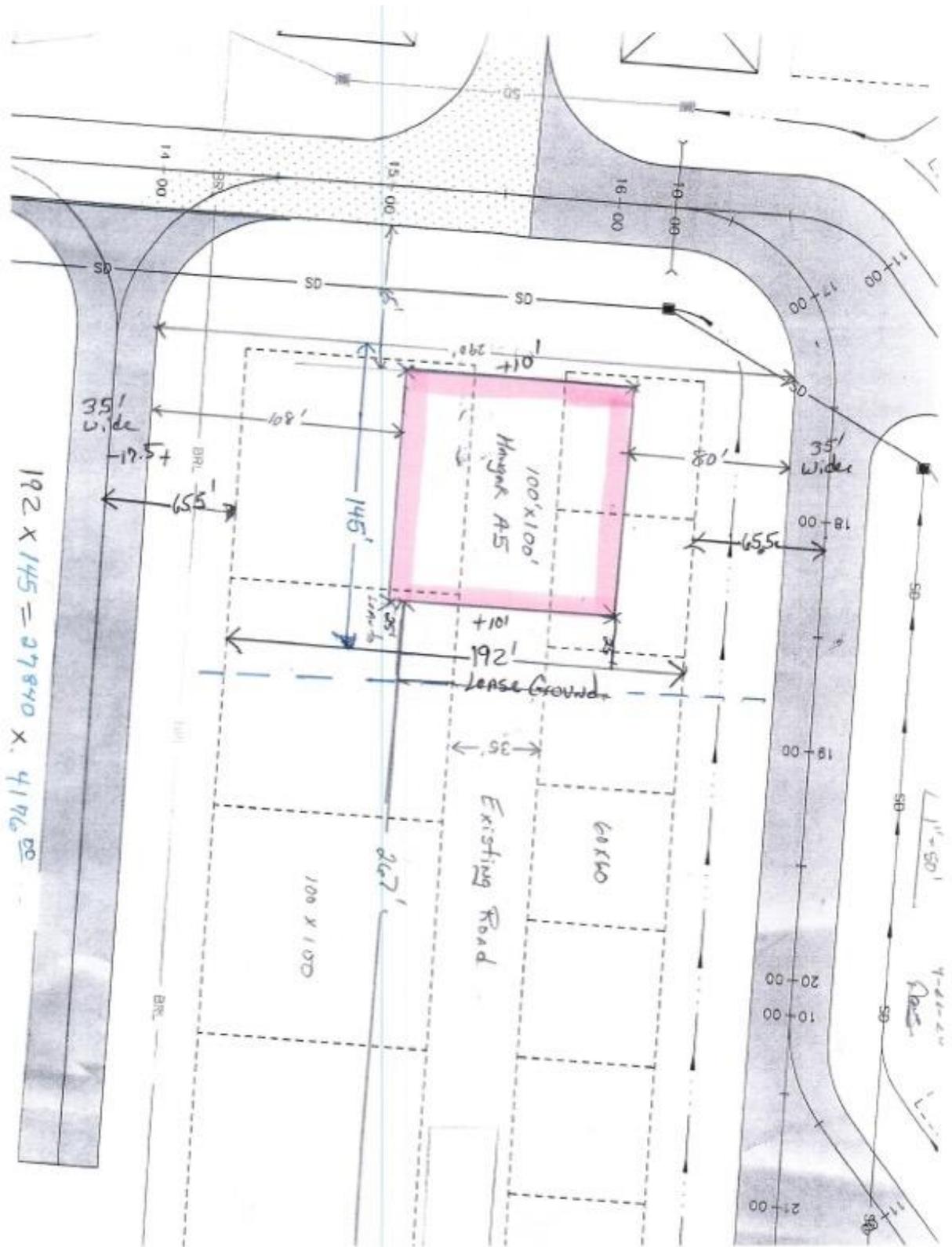
Shawn Shanklin made the presentation on behalf of Hilt and answered questions raised. There was considerable discussion. Rick Durden passed along a comment of an airport tenant that the proposed hangar would effectively take over four hangar sites that could house as many as eight airplanes for only one, which was why he was against it. Mr. Shanklin pointed out that Hilt will be paying the full price for all of the land it leases, so the County will not lose any money by placing one hangar on the site rather than four. In addition, the County will make more money in fuel flowage fees because the jet owned by Hilt buys more fuel on the airport than does any four piston-engine airplanes. Mr. Shanklin specifically asked the Board members whether it was the intent of the Board to limit aircraft leases to small airplanes, smaller than the Hilt Venture Capital jet. The unanimous answer of the Board members was no.

Board members expressed concern about fire fighting for hangars south of the proposed Hilt Hangar because of difficulty of driving a fire truck from the fire plug north of the Hilt hangar to the southeastern hangars. The discussion revealed that, on one hand, a truck could do so using taxiways and, on the other, the truck can go directly to the fire and start using the water onboard while firefighters walk hose to the fire plug. There is nothing blocking the way for a person to walk to the fire plug.

Board members also brought up concerns with drainage and snow melt drainage in the area. Shawn Shanklin, Dave Parker and some of the Board members had walked the area of the proposed hangar last summer to look specifically at drainage. The proposed hangar will affect the method of snow removal in the area, making it more difficult, but the consensus was that so long as culverts similar to those under the taxistrips to the existing southwest side hangars are put under the two taxi strips of the Hilt hangar, drainage will be adequate.

Following more than 45 minutes of discussion, Pat Gardiner moved that the Airport Board ask the County Commission to approve a hangar land lease to Hilt Venture Capital on 192 feet by 145 feet of airport land pursuant to the plan in these minutes with exterior colors described in the Hilt proposal, to be known as Hangar A5. Rick Durden seconded the motion. It passed 4-1.

Mr. Shanklin said that the \$2,000 application fee check would be in Dave Parker's hands without 72 hours. During further discussion, it was noted that the perk test for septic may result in a request to make a minor change to the amount of land to be leased.



$192 \times 145 = 27840 \text{ X. } 4176 \text{ sq}$

Other Hangar Updates. Concrete is being poured for the Wurzel hangar and progress is being made on two other hangars referenced at the last meeting. Dave Parker also said that he expects two more hangars may start through the approval process soon.

Dave Parker has obtained bids to put in the needed road for the new hangars as well as grade the property for drainage. The road will be 22 feet wide, 575 feet long and have six inches of crushed gravel. The lowest bid so far has been \$7,000.

Hangar Lease Application Fee. At the previous meeting the Board recommended to the Commission that it be increased to \$3,000. That will need to go to a public hearing.

Zoom Meeting with Jennifer of Idaho State regarding the DeHart Property Zoning. Following a meeting with Dave Parker, Jennifer said that the State will agree to rural residential zoning as it limits housing to one per five acres. Dave Parker is to send a follow up letter.

Pavement Maintenance Grant Update. Dave Parker has received oral confirmation that the grant is being issued. To minimize disruption on the airport, the work will take place in late fall.

Airport Budget. Dave Parker reported that it had been submitted.

FBO Agreement Update. Dave Parker has received it back from the County with some changes. He has yet to review it in detail.

Mower and ATV Sprayer. Dave Parker reported that he has been using his personal mower and sprayer for airport landscaping and they are worn out. The airport budget has \$8,000 set aside for equipment, so he is moving forward to buy a \$2,000 mower and \$500 sprayer (lowest bids).

Meeting with Commissioners on May 11, 2021. Dave Parker reported that he briefed them on developments at the airport including the grant for runway and taxiway repair, new hangars going up, the DeHart property zoning issues and status of grants.

Bathroom Remodel. Following a flood, the remodel is going forward. Substantial plumbing and electrical issues were discovered and are being rectified.

Airport Activities. Dave Parker took Glenda Poston and Tim Bertling for a flight over Boundary County. With COVID improvements, school field trips to the airport have increased dramatically with four in the last few weeks.

The EAA held its first Huckleberry Pancake Breakfast at the Airport on May 29, it was a success.

With the bathroom remodel, additional wiring problems were found in the terminal. They are being fixed and the rotating beacon is being put on a light-activated switch. Norther Air personnel are doing the work, charging the materials to the County and keeping track of their time.

The meeting was adjourned at 8:08 pm.