

Boundary County Airport Board Meeting November 1, 2022.

Present: Don Jordan, Pat Gardiner, Rick Durden, Bob Blanford, Johannes Snyder, Jay Wages, Caleb Davis, Joe Gish and Trey Dial.

Manager: Dave Parker

The meeting was called to order at 5:30 PM by Jay Wages.

Pat Gardiner moved to accept the draft minutes of the October meeting as presented. Don Jordan seconded the motion and it passed unanimously.

Old Business

Hilt Hangar Update

Dave Parker reported that the structure is up, the electricians are working, the asphalt work is done, and the doors are expected in the next month.

Grant Updates

Following acquisitions funded by the Idaho Initiative Funding (AWOS replacement, a tractor with equipment and a flail mower, there is approximately \$49,000 left of the funding. When the County built the Snow Removal Equipment building there was not enough money to add the 15 X 40-foot lean-tos to the north and south sides of the building that were included in the design and would provide substantial additional SRE storage. The intent was to build the lean-tos as soon as funding could be found—and they are needed now that we are getting a new tractor and have no place to store it.

During discussion, Dave Parker pointed out that the airport would be receiving some \$22,000 from the U.S. Forest Service for use of the airport by fire-fighting helicopters and support equipment. He had reached out to the company that built the SRE building for an estimate for the two lean-tos. The estimate obtained a few months ago was well above \$70,000. In the interim, the price of steel has dropped. Mr. Parker obtained another estimate of \$67,000 to build the lean-tos. After discussion among the Board, Pat Gardiner moved to recommend that the County use the remaining Idaho Initiative funding and a portion of the money received from the USFS and to build the two lean-tos per the design provided by Dave Parker. The motion was seconded by Rick Durden and passed unanimously.

Power Line Relocation

A necessary portion of the planned-for runway extension is to relocate the power lines south of the runway. Trey Dail had been working with the power company and finally received a cost to relocate and bury the lines of just under \$1.7 million.

Construction Easement for Owner Adjacent to Midfield; Erosion for Future Work

Trey Dail reached out to property owners and met with them. They are willing to have discussions re slope stabilization. However, because of FAA funding the easement will have to remain permanently. The conversation included how to get traffic to the site to do stabilization work. Mr. Dail is planning to move forward with preparing a scope of work for approval by the County and FAA.

Due to the continued delays with the FAA responding to the Environmental Assessment (EA) chapters we have filed; the FAA granted a Categorical Exclusion (CatEx) for the slope stabilization construction to stop the erosion on the east side of the airport. That means that the process for obtaining a grant can move forward separate from the EA for the runway extension and associated work. The FAA has our chapters 1-3 of that EA in hand. Once we have comments, we can submit chapter 4. Trey Dail reported that we can expect culmination of the EA in June or July of 2023. The resultant EA should be effective for five years.

New Hangar Update

Dave Parker reported that Sam Testa is still waiting for FAA approval on the design of the hangar he proposes to build. As part of the airport policy of collecting a \$3,000 application fee for a hangar land lease, the airport has money to pay for running power (including a transformer) to new hangars to be built. Same Testa reported that the electrical company wanted to charge him for that power as his is to be the first of the new hangars. Dave Parker and the Board felt that was unfair to Mr. Testa to pay on top of his \$3,000 application fee, so the airport will use the funds from the \$3,000 application fees to pay for running power to the new hangars.

Dave Parker also reported that as hangars are being constructed the owners will be required to lay washed rock so that there will be no need for mowing around the hangars.

Dave Parker reported that there is another prospective buyer for the Lapham hangar (formerly Precision Helicopter hangar). The hangar lease is nonstandard in that the lessee only pays \$.071 per square foot rather than the current rate of \$.15. The land includes 58,340 square feet. As part of any sale, the lease calls for the rate to go to the current lease rate. Mr. Parker is supposed to meet with the prospective buyer who is expected to request a lower lease rate and to reduce the amount of land rented. There was discussion of the potential to reduce the footprint which might give room for two hangars north of the existing hangar. Mr. Parker will report any future developments.

Airport Manager Update

Dave Parker reported accomplishing a great deal since the last Board meeting, including:

A second sweep all of the runway and all taxiways for FOD from construction equipment and fire-fighting helicopters. The need was primarily driven by the downwash from the very large USFS helicopters (for example, the Sikorsky Skycrane is the largest helicopter ever built in the U.S.).

Winterized the terminal sprinkler system.

Winterize weed sprayers.

Repaired the main gate keypad—twice. It was hit twice in one month. A rock barrier was then installed to protect it.

Make a mound by the lean-to so the roof runoff stays outside of the building.

Remove aircraft tie-downs for winter.

Replace the fuel filters for the 100LL avgas storage tank.

Continue to drive down reflectors along taxiways that have displaced by frost heaving.

Spread gravel and fill holes on north side of airport.

Daily meetings with USFS managers during helicopter fire-fighting operations, and sign agreement that resulted in \$22,800 income to the airport.

Inspections of airport with USFS personnel.

Did a fall spray for weeds with Dave from Boundary Weeds.

Mowed entire airport for weeds one final time (fourth time, it's been a bad weed year).

Installed rock for drainage between hangars.

Worked with FAA on CATX and Environmental assessments for future grants.

Mowed entire airport for weed control—and has started doing it a second time.

Worked with zoning on a number of properties adjoining and near the airport.

Washed and cleaned equipment for winter operations.

Cut down small trees on south road.

Repairs to County-owned hangar sliding door.

Poisoned gophers in fields one last time.

The Board expressed its concern that Dave Parker's contract as airport manager has not been signed by the County.

New Business

Ultralight Traffic and Patterns

Following last month's report of problems with haphazard flying by ultralight pilots in the vicinity of the airport and research on ultralight traffic patterns by Johannes Snyder that called for the traffic pattern for ultralights to be inside and below that of other aircraft (500 feet AGL), Rick Durden moved that the County establish the ultralight traffic pattern at Boundary County Airport to be left traffic and 500 feet Above Ground Level and that ultralights must stay clear of all other aircraft when operating in the vicinity of the airport. It was seconded by Bob Blanford and passed unanimously.

USFS Airport Use Report

Dave Parker reported that the airport will be receiving \$22,800 for use of the airport by USFS helicopters and support equipment.

Airport Manager Meeting in Helena on October 18 and 19.

Trey Dail attended and reported that the presentations were of a technical nature by FAA personnel regarding airport use and operations. He noted that the FAA is responding to complaints regarding complexity of the Environmental Assessment process as well as directions from Congress and is in the process of simplifying it; there is some additional grant funding for which we may be able to qualify; along with guidance for airports to establish rules that allow them to manage themselves.

Potential New Airport Board Members

Last month the Board requested that anyone interested in the open seat on the Board provide a statement or resume. Prior to the meeting we had received one. One other person attended, but realized that since he lived in Bonner County, he was not eligible to be on the Board. The Board again asked that interested persons provide a written statement and/or attend the next meeting.

The meeting was adjourned at 6:52 pm.