

Airport Board Meeting December 7, 2021

Time: 5:30 PM PDT

Airport Terminal Building Pilot's Lounge

Present: Pat Gardiner, Bob Blanford, Caleb Davis, Don Jordan, Jay Wages, Rick Durden by phone, Trey from Toothman-Orton, Dave Parker, Airport Manager.

Hangar or aircraft owners attending: Hal and Jeanene Bishop, Travis Wisberg, Kambiz Kamiab, Gene Andrews, Jim Woodward, Jesse Stafford

OLD BUSINESS

Environmental Assessment Status: Trey reported that comments have been received and addressed. Chapters 1 and 2, along with the revised Chapter 3 will be resubmitted to the FAA this week. Hoping to finish by early spring.

Dave reported that the runway, taxiway and ramp asphalt sealing is postponed until spring for completion. Grant money paid out proportionate to work accomplished.

The Snow Removal Equipment building revisions cost approx. \$1,800.16 for the portion FAA will not cover. Expect to submit \$4,855.00 to FAA once money for 2022 is approved.

NEW BUSINESS

Grant Money

Covid Relief money of approx. \$13,000 is available for reimbursement of expenses. Dave and crew will submit in December.

State of Idaho paid for new rotating beacon.

ARGT Grant of approx. \$32,000 is available for reimbursement for supplies, managers wages, etc. We will submit paperwork once we have sent that much; this is a reimbursement grant.

A Facemask Policy was discussed – will designate an area where facemasks are required.

Hangar Updates

Paul Jones hangar is completed

Bruce Redding hangar is complete except for heat

North Bench Fire Hall

The adjacent Iron Mike property was surveyed. The Fire Hall is 1 foot from the boundary; so it is on County property, but does not meet the 20 ft setback requirement, North Bench Fire needs to expand, but FAA regulations do not allow expansion; in addition, that space is a prime location for a future Aviation Related business, which has a much higher priority for the Airport.

The Fire Hall is there under a long ago agreement with the County that they can occupy the space in exchange for providing fire protection for the Airport. The FAA recognizes that the fire hall has value- but is not something that meets the criteria for use of federal grant purchased Airport property. In addition, since it is not an aviation approved entity, if there was a lease agreement, it should be at Market Rate.

The Airport has some property on the North side of Highway 2 that; since it is separated from the Airport by the highway, POSSIBLY could be made available. It would have to be purchased at appraised fair market value. The NB Fire Dept would like to include some type of Community Center in their future plans – a gathering area of this type, on the approach/departure ends of the runway would not be encouraged for safety reasons.

The Airport will do what we can to assist the NB Fire Dept; with consideration of Airport needs and FAA regulations. FAA grant money purchased the Airport land and has paid for past improvements. The Airport is dependent on future FAA grants to continue operating – so we must take FAA guidelines seriously.

Hangar use Rules

The Airport has had requests for hangar lease space that include a significant amount of space for Non aviation use, (motor home, boat, rec. vehicle storage, etc.) FAA regulations clearly state that hangar use be Primarily Aviation; so the APB initiated discussion of what our hangar use policy should be. Some hangar owners expressed concern that the APB or FAA is controlling use of their space; but Rick Durden pointed out that the hangar ground lease rate is significantly less than the Market Rate for storage units, etc. This is to give an encouragement for Aviation development, not general storage.

The consensus seems to be that Aviation should be a priority; but at this time the APB is not ready to draft specific regulations. The APB will continue research and discussion at future meetings and hopes the Aviation Community will continue to participate in the discussion.

County Commissioner meeting

Dave met with the Commissioners concerning a narrow land purchase along the runway to provide increased clearance, and the Hilt Corp. future hangar lease, which is being reduced in size to 100' x 100'.

Farm Lease

Dave is meeting with the farm ground leaser to verify the lease area and make adjustments for new hangar sites, SRE building and area that is part of land slide.

Hangar L (former Precision Helicopter hangar)

A possible sale is on hold. If the hangar is sold, the APB would likely issue a new lease with a rate more in line with current rates.

Fuel Sales:

Jet A 225

100LL 1018