

DRAFT

Boundary County Airport Board Meeting March 5, 2024.

Present: Don Jordan, Pat Gardiner, Rick Durden, Jay Wages, Mark Weber, and Trey Dail.

Airport Manager: Dave Parker

The meeting was called to order at 5:39 PM by Jay Wages.

Mark Weber moved acceptance of the minutes of the February 2024 meeting, Don Jordan seconded the motion and it passed unanimously.

Old Business

Environmental Assessment—Update

Dave Parker and Trey Dail reported that the EA is “out for review” within the various “lines of business” in the FAA. That is expected to take two to three months. Once that is complete, we will respond to comments, and it goes to the FAA attorneys and then a public meeting somewhere in the Bonners Ferry area. This is no significant change from the last Board meeting.

As stated at the last Board meeting, the FAA would like to close out the existing grant due to its age and start a new one. We have a closeout draft as well as a draft to open up a smaller (\$50,000, \$2,500 local match) grant.

North Bench Fire and Iron Mike’s Land Leases Update

Iron Mike’s parking lot land lease has been signed.

Dave Parker reported the Commissioners who with North Bench Fire. There is basic approval of the lease proposal after some small changes. Greg Meade was going to sign.

This segued into a discussion about the demand for new hangars, but the absence of taxiways is preventing construction. There have been proposals to make gravel taxiways, however, they are very difficult to plow in the winter and would need substantial maintenance. If we were to get a grant to construct taxiways, they would have to be built to standards set by the FAA for taxiways built with grant money—something that is probably impossible given the other plans we have for work on the airport and shifting the runway.

An alternative is to build paved taxiways using our money to standards that we consider satisfactory for snow removal and cost of maintenance. The idea would be to use moneys that are put down as a fee to cover such costs by people applying to build a hangar. This may be a way to afford to build needed taxiways. In the future, should there be a desire to upgrade the taxiways, a grant can be sought for funding an upgrade to FAA standards.

Dave Parker noted that Trey Ensz has indicated a desire to lease land in the school bus loop for a business to sell portable buildings/sheds. The lease rate would be the same as for Iron Mike's and North Bench Fire—\$0.16 per square foot.

New Business

Farm Lease Expired

Dave Parker reported that his crew has cleaned up extensive areas that had heavy weed infestation and had made more land available for lease for farm production. The expired lease was a \$40 per acre, bringing in about \$2,000 annually to the airport. Board members indicated that the current rate for farmland leases is \$75-\$90 per acre. Dave will be advertising for proposals from individuals interested in farming the land.

There was brief discussion regarding the land east of the runway that has been cleared and made suitable for operations—should it be made available for helicopters? The discussion will continue in future meetings.

Reappoint two Board Members

The terms of Board Members Bob Blanford and Mark Weber have expired. Rick Durden moved that the Commission appoint them to new terms. Don Jordan seconded the motion and it passed unanimously.

Review and Approve (CIP) Capital Improvement Projects

A draft of the current CIP is attached to these minutes. Changes from the previous version are noted on the document. The Idaho Transportation Department changed the schedule/season for CIP approvals to the end of March, so we need to vote on ours now. Notably, we wish to work with the powerline company as soon as possible regarding burying the lines because they have been noticeably slow in all of our previous dealings. Also, money is tightening up for general aviation airports, so we need to recognize limitations on what grants we may be able to get and get moving on the process. We are in the FAA funding pipeline for the projects we've outlined, but we can't drag our feet.

We may be facing losing our instrument approach for three years when the runway construction starts. We have been planning on a 1,200-foot runway shift; now there may only be money for 600 feet, although we are going to push for the full length, recognizing that once equipment is in place, the cost for the second 600 feet is much less than the first 600. The FAA has about \$5 million to put into this project and wants to wrap up by 2028.

Rick Durden moved recommending that the Commission approve the CIP as drafted. Mark Weber seconded the motion, and it was approved unanimously.

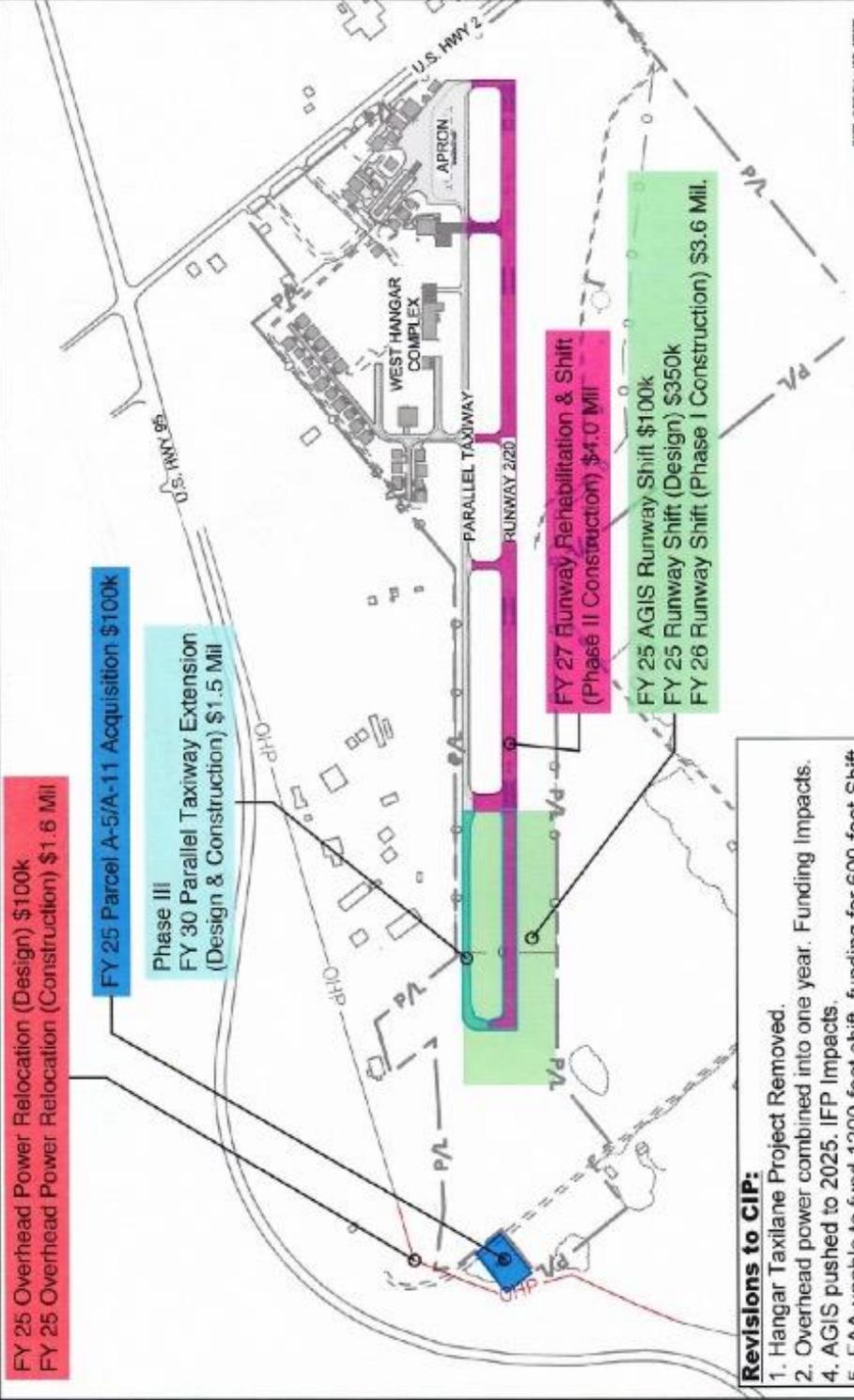
Hangar Row E Taxiway Construction and Hangars

After brief discussion, no action was taken.

The meeting was adjourned at 6:30 pm.

Fuel Sales for December: 100LL-1709.84 gallons; Jet A-26.86 gallons

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DATE 2/26/24 JOB 10073



- Revisions to CIP:**
1. Hangar Taxiway Project Removed.
 2. Overhead power combined into one year. Funding Impacts.
 4. AGIS pushed to 2025. IFP Impacts.
 5. FAA unable to fund 1200-foot shift, funding for 600-foot Shift.
 6. FAA funding coming from State Apportionment.
 7. Parallel Taxiway moved out to 2030.

**BOUNDARY COUNTY AIRPORT
 FY 2024 CIP EXHIBIT**