

Boundary County Airport Board Meeting March 2, 2021

Present: Jay Wages, Pat Gardiner, Don Jordan, Mark Weber, Bob Blanford, Caleb Davis and Trey Dail, Rick Durden attended by telephone and did not engage in any votes that were taken on motions.

Manager: Dave Parker

The meeting was called to order at 5:38 PM by Jay Wages.

The minute of the previous meeting were read by Mr. Wages. Pat Gardiner identified an error that needed to be corrected and then moved that they be accepted as corrected; the motion was seconded by Mark Weber and passed unanimously.

**Potential Subdivision West of the Airport.** Caleb Davis reported that the proposal to change the zone of the area to homes to be built on smaller parcels than five acres went to the Zoning and Planning Commission where the Commission agreed with the position of the Airport Advisory Board that FAA and Idaho guidance calls for at least five-acre parcels under an airport traffic pattern and did not agree with the proposal. The proposal next goes to the County Commission without support of the Zoning and Planning Commission.

**Airport/FBO Agreement Update.** David Parker reported that the County Attorney had made no progress on proposed update to the agreement as passed by the Airport Advisory Board. He had the new version of the agreement as passed by the Airport Advisory Board typed up and provided to the County Attorney and believes that it will now move forward toward approval.

**Self-Fueling Committee Report.** The committee provided a written copy of the draft self-fueling rules it developed after researching the matter and checking with a number of other airports to see how they handled self-fueling and their rules. Summary is that airports are required to allow self-fueling and may subject it to reasonable rules. The draft rules would split self-fueling into aircraft owners that bring fuel onto the airport themselves and those who have tanks installed on their leased land (or have their own fuel truck on the airport) and have fuel delivered. All would buy an annual permit for \$25. For those who bring in their own fuel themselves, that sum approximates what they would pay in fuel flowage fees annually, so the permit would be in lieu of that fee. For those who have an installed tank or a truck, they would pay the fuel flowage fee in addition to the permit fee.

The draft rules were provided to Chief Jackson of the North Bench Volunteer Fire District. He is reviewing them and will provide them to the appropriate people at the state level for their input.

It was recommended that the full Board revise the draft as needed at the next meeting so that it can be put out to the airport community for comment.

The committee's draft recommendations were as follows:

“Self-Fueling Considerations/Notes Boundary County Airport, February 2021

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, we agreed to allow aircraft owners to service their own aircraft themselves. That includes providing their own fuel. We can, and are obligated to, set reasonable rules and regulations regarding self-fueling—primarily to keep it safe.

At the present time we believe that some owners are bringing mogas in to fuel their airplanes. We have made no attempt to identify who they are or to collect the \$0.05 per gallon fuel flowage fee. It's worth noting that if an owner flies his/her airplane 50 hours a year and it burns 10 GPH, that works out to a fuel flowage fee of \$25 annually.

To keep self-fueling rules simple, it might be wise to split self-fueling into two distinct operations: 1) for aircraft owners who do not have a tank on their leased hangar land (they 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 install a tank on the land they lease for their hangar or have a fuel truck on the airport.

1) For those who do not have a tank on the leased hangar land:

They must buy a \$25 annual self-fueling permit. Payment would be in lieu of paying the standard fuel flowage fee. The permit will 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 cost approximates what they would otherwise pay in fuel flowage fees. It is more than some would pay, but less than others—on average we think it's about right. The fee would go up with the CPI annually, rounded to the nearest dollar. It would be paid to the airport manager who is also responsible for enforcing the permit.

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

The rules (for all self-fueling) would include:

Aircraft must be moved out of the hangar to be fueled far enough so that no fuel tank opening, or fuel vent is closer than 25 feet from the hangar. (National Fire Protection Association NFPA 4.2.11.1.3).

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 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 install a fuel tank on their leased land.

The person seeking permission to self-fuel from a tank installed on land leased for his/her hangar must obtain a self-fueling permit. The cost is \$25 annually, to be increased yearly by the CPI, rounded to the nearest dollar. It is to be paid to the Airport Manager. In addition, the permit holder will monthly/quarterly (?) report to the Airport Manager the amount of fuel delivered into the fuel tank on the leased property and pay the appropriate fuel-flowage fee for that amount of fuel to Boundary County.

The rules above apply. In addition:

The tank design must comply with all applicable local, state and federal rules and regulations including NFPA 30 and 407.

Prior to beginning installation of the tank, a description and drawings must be provided to the Airport Manager who will provide them to the North Bench Fire Department for approval. Installation of the tank may not begin until approval has been received from the North Bench Fire Department. The tank and associated fueling system may not be put into service until it has been inspected and approved by the North Bench Fire Department.

The tank must be at least \_\_ feet from any hangar or outbuilding. It must be \_\_ feet from the property line of the leased property. Comply with NFPA 30. (For a 10,000-gallon tank that works out to five feet from a building and 20 feet from the lot line.)

Should an aircraft owner not have space to install a tank on land s/he leases for a hangar, the owner may wish to obtain a dedicated tanker truck that the owner parks on space the owner leases on the airport. The space must have a suitable mat or other surface to protect the land under where the truck is parked in the event of a fuel spill. The owner will report monthly/quarterly to the Airport Manager the number of gallons of fuel brought onto the airport and loaded into the tanker truck and will pay the appropriate fuel flowage fee for that month/quarter to Boundary County.

Failure to comply with the self-fueling rules would be 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.”

**Environmental Assessment Status.** Trey Dail reported that it is proceeding although he has been unable to contact the power utility to discuss alternative power line routing and asked for contact information that we have.

**Pavement Maintenance Grant Update.** Trey Dail reported that since the last meeting he was able to locate money that will allow undertaking the full planned pavement maintenance on the entire airport. That will include sealing, crack repair targeted for different size cracks, fuel resistant sealing in the tie-down area and runway marking. The total time for the work will be 18 days, although that will be spread out over a period of time to minimize disruption to the airport.

**Zoning for Dan DeHart Update.** The proposal discussed and approved in previous Board meetings is moving to the Zoning and Planning Commission and County Commission.

**Fair Disclosure Agreement Update.** Dave Parker is working on the instructions to go with the Agreement and will have them for the next meeting.

**New Hangar Proposals.** There were two new hangar requests: Paul Jones wants a 60x60 across from the Kambiz/Beachy hangar. We are waiting for design drawings and a deposit. Another resident wants a 60x60 for a helicopter and two airplanes. This led to a long discussion on location—potentially northeast or southwest of the former timberchopper building—and then on future hangar development. It was pointed out that hangar demand seems to be increasing and noted that the paved airports south of us are running out of space for hangars so more aircraft owners are inquiring about hangars on this airport. The goal is to provide for as many airplanes as possible. There was also discussion about snow plowing concerns as hangars are constructed—there has to be space to push snow and snow melt has to be free to flow to drains rather than pool.

**New Airport Coronavirus Recovery Grant.** David Parker reported that we should be getting approximately \$13,000. The concern is to make sure that the money goes to airport funding rather than losing it to the general fund.

The meeting was adjourned at 7:24 PM.